RAILROAD

AUGUST, 1963 MAGAZINE | 50c

JUN 1 1 1963

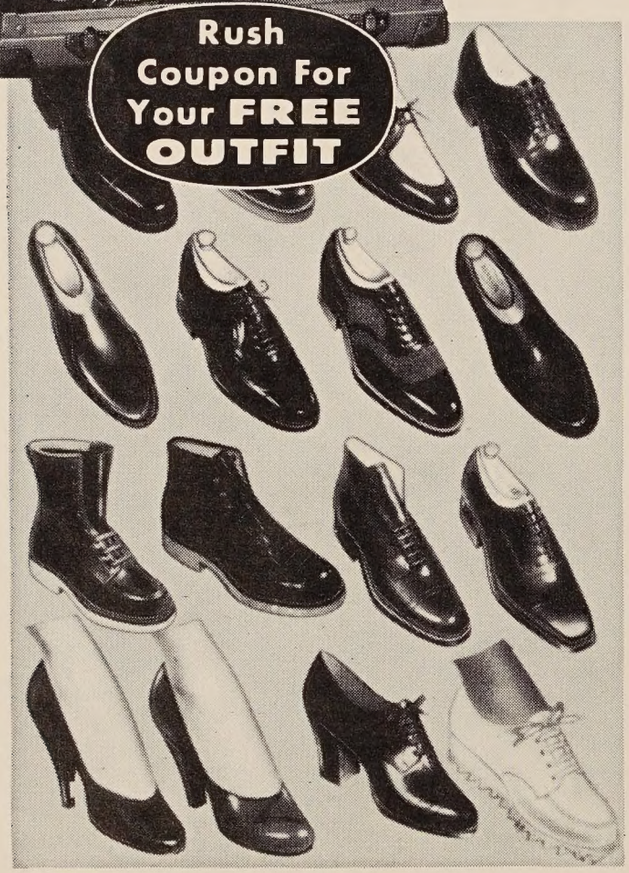
MEN! Join My "$100-a-Week" Club!

Let Me Put You in a PROFITABLE BUSINESS You Can Run from Home

SPARE TIME—FULL TIME!

If you've always dreamed of getting into the $100-a-week bracket, here's your chance to join the "club". Men all over the country are doing it with my simple, proven plan. So can you. The 57-year-old Mason Shoe Mfg. Co. will set you up in a profitable "shoe store business". In your spare time, this business can add enough to your present pay-check so your weekly income is at least $100. Or run this business full-time and earn as much as $960 a month. But you should *never* make less than $100 a week again if you take advantage of this opportunity.

Rush Coupon For Your FREE OUTFIT



No Wonder You'll Make So Much Money!

Actually $100 a week need only be the start. Build your Mason customer list to the point where you take 8 orders a day and you'll rake in over *$960 a month* CLEAR PROFIT. It's easy because you show nationally advertised footwear that EVERYBODY needs and wants. You make BIG profits because we carry all the stock and ship the shoes for you. Our huge warehouse stock of 300,000 pairs of dress, work, sport shoes for men and women give you a bigger selection than any other store in town. You can fit everybody because sizes run all the way from 2½ to 15, and widths AAA to EEEE. You have no storekeeper's expenses or "overhead." You never invest a cent!

Sales Equipment Absolutely FREE

You show famous Mason Air-Cushion shoes—Ripple Sole shoes, Oil-Resistant Work Shoes, amazing Mystery Shoes, guaranteed Waterproof Shoes, insulated boots, colorful styles for women—a line that's far beyond the reach of competition. That's why *everybody* is your prospect. Start with friends, relatives, folks where you work. Make money very first hour. Soon you'll be making enough extra cash to let you join the envied "$100-a-Week Club," earning far more than at any ordinary job. Fill out and mail the coupon below. We'll rush you our free "Starting Business Outfit." Features 230 fast-selling shoe styles . . . plus foolproof measuring equipment, "How To Make More Money" booklet. Send no money now or later. You get everything you need to start, absolutely FREE. Rush the coupon now.

RUSH THIS COUPON NOW!

YOUR TICKET TO A PROFITABLE BUSINESS!

THE MASON Shoe Mfg. Co., Dept. H-667, Chippewa Falls, Wisconsin

Sure I want to join the "$100-a-Week Club" by making good money in a fine "Shoe Store Business" that I can run from home. Rush me, FREE and Prepaid, everything I need to start making money my very first spare hour.

Name_____
(PLEASE PRINT)

Address_____

Town_____ Zone____ State_____

MASON

SHOE MFG. CO.
Dept. H-667
Chippewa Falls, Wisc.

Are you a guy who didn't MARRY THE BOSS'S DAUGHTER?

They tell us it's a good way to get ahead. The tough part is . . . there aren't enough bosses' daughters to go around. But there's another way to call your shots.

How? Look at the want ads! Business and industry are crying for men with special training. 60,000 Engineers—Industrial Supervisors, Communications and Traffic Specialists are urgently needed. Demand has never been greater—or salaries higher—for trained people.

With the right kind of training you can step into one of these jobs — write your own ticket. Without it you must compete with a few million other guys who are in the same boat. And, if times get tough, it's not going to be a good boat to be in.

So act now! Choose the education for men who want to get ahead fast. Pick your future from success-proven I.C.S. courses. Whichever field you choose it will be *right* because all I.C.S. courses are developed by business and industry leaders who know what *you* need to know to go places.

You get *personalized* guidance. Earn as you learn. Study in your spare time — at your own pace. And when you get the coveted I.C.S. diploma, it's the frosting on the cake. Chances are by that time you've already been snapped up for a bigger job with a bigger price tag.

Don't wait another day! Choose your course and send for the free career booklets offered below.

Clip coupon here—and take your first big step to real success! **I.C.S., Scranton 15, Penna.**

Accredited Member
National Home Study Council

INTERNATIONAL CORRESPONDENCE SCHOOLS ICS

Box F5725F, Scranton 15, Penna. (In Hawaii: P. O. Box 418, Honolulu. In Canada: I. C. S. Canadian, Ltd., Montreal.)

Without cost or obligation, rush me FREE Success Kit, with 3 valuable booklets: (1) How to Succeed; (2) opportunity booklet about the field I've checked below; (3) Sample I. C. S. Lesson.

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RAILROAD MAGAZINE

THE MAGAZINE OF ADVENTUROUS RAILROADING—FOUNDED 1906

VOL. 74, NO. 5 AUGUST, 1963 50 CENTS

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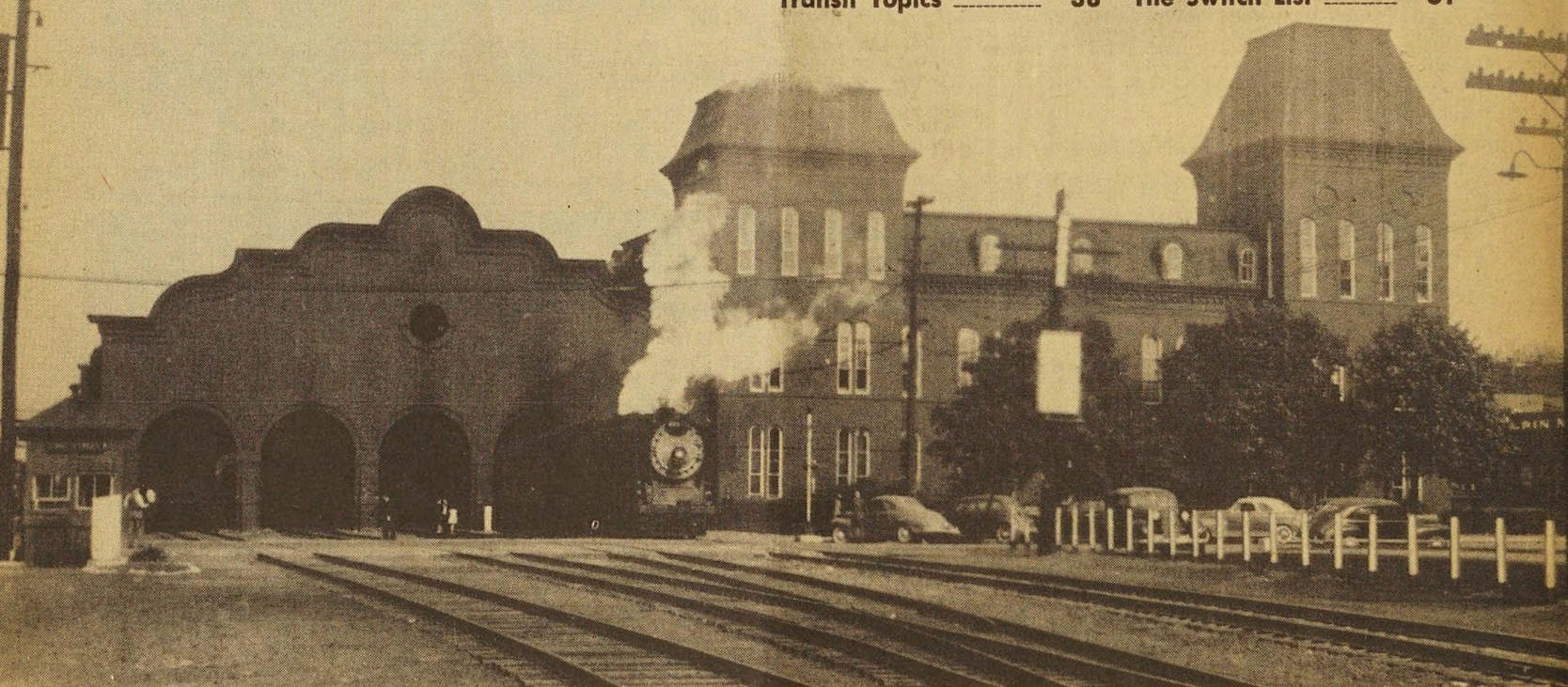
Unique 97-year-old relic of steam age, the Central Vermont's photogenic trainshed (at left), St. Albans, Vt., needs repairs badly and will be razed this summer for reasons of safety and economy. Venerable office building at the right will remain intact.
Central Vermont Ry.



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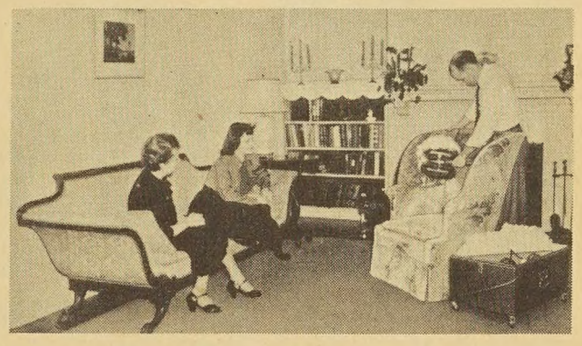

Start Part or Full Time

Easy to Learn . . . No Shop Needed

We are NOW enlarging this worldwide system of individually owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

You become a fabric specialist . . . providing the proper care of floor coverings & furniture. No experience needed. We personally train you.

$9 Hourly Profit . . . 6 Worldwide Services

Here is your opportunity to BE YOUR OWN BOSS . . . to become financially independent . . . have a fast growing income . . . and own a Nationally Advertised business.

Dealers (using National Price Guide) can earn $9 hourly gross profit on service they render plus $6 on EACH of their servicemen.

You have good profits on both materials and labor after paying servicemen.

You can stay at present job while customer list grows . . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. With full or part time servicemen your income is unlimited.

Dealers operate from a shop, office or home. Equipment is portable . . . the electric Foamovator converts to a carrying case.

At the start, you may want to render service yourself. This business is easy to learn . . . easy to start . . . so easy to service that women dealers often do it. We prefer you have no experience . . . not have to "unlearn" old scrub methods.

You may write a Duraclean dealer if you like.

A Waiting Market

New "miracle" fabrics and light colors (which soil faster) have created a growing demand for the Duraclean quality of cleaning.

All services are rendered "on location" in homes, office buildings, hotels, theaters, clubs, churches and institutions. Car dealers buy your services to revive used car upholstery . . . also take orders for you. Almost every building houses a potential customer. The big demand (even small towns) assures dealership growth.

These superior, safer and convenient methods resulted in Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and other countries. Only Duraclean dealers have this prestige.

Advertising, paid by International Headquarters, explains the superior merits of your services and develops customer confidence and job leads.

We Train and Assist You

A Duraclean dealer will train and assist you. He'll reveal his successful, proven methods and sales plans. He will WORK WITH YOU.

We show you 15 quick ways to get customers. You have pre-tested newspaper and yellow page ads, commercials, and a full mailing program.

Your services are backed by Parents' Magazine Seal, McCall's "Use-tested" approval and American Research & Testing Laboratories.

Duraclean dealers find **voluntary** and **repeat** orders a major source of income. Customers are so enthused they tell friends and neighbors. Furnishings stores, insurance adjustors, and decorators refer jobs to Duraclean dealers. These year 'round services are in constant demand.

TODAY is the time to own a Duraclean dealership . . . before someone takes your location.

You Become an Expert in the Over-all Care of Upholstery and Carpeting

You have 6 vital year 'round services.

DURACLEAN not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with **new life.** Furnishings are used again in a few hours . . . a great customer convenience.

No machine scrubbing or soaking . . Duraclean **cleans by absorption.** It eliminates roughened fabric, fiber-breaking and removal of rug sizing. It does away with harmful solvents and strong soaps. Mild aerated foam, lightly applied, cleans while restoring resilence to fibers. Dirt grease and many unsightly spots vanish like magic. Results are often almost unbelievable.

DURASHIELD retards soil and stains . . . retains the fresh, new look MONTHS longer.

DURAPROOF makes upholstery, carpeting, blankets, piano-felts and clothing repellant to moths and carpet beetles. It kills both. You give 6-year-warranty. The U. S. Government says, "Moths are in practically every household."

DURAGUARD flameproofs furnishings. Prevents fires starting from cigarettes, candles, etc.

SPOTCRAFT safely removes spots and stains.

TUFTCRAFT repairs cigarette burns, moth damage . . . often saves the carpet or rug.

We'll Help Finance You

A moderate payment establishes YOUR OWN business. A day's profit pays monthly payments. Your business can be operating in very few days.

Men frequently take in partners.

We furnish electric equipment and enough materials to **return your TOTAL investment.** If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in **your life.**

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation, mail the coupon TODAY.

What Dealers Say

L. Broersma: "Have now completed 5 years with Duraclean. We have never had one complaint."

George Byers: "For University, bill was $2,416. Total expenses $814."

Ed Kramsky: "In 2 years, I now have two assistants, a nice home and real security for my family."

L. Babbit: "I average $400 monthly part time. I'm starting full time."

Russ Day closed 19 jobs from 21 contacts.

W. C. Smith: "Earned $650 one week. Volume keeps getting bigger."

L. Falls: "I cleaned 1,900 sq. ft. of carpet in one day. Made $135.

Earl Davis: "Our sales increased $17,660.00 this year."

A. Nebendahl: "Closed every sale where I used new slide projector."

N. Josserand: "Have made as high as $200 in one day. Largest earnings for a single week, $750."

Fabric Mills Endorse YOUR Service

Aldon Carpet Mills: "We approve this process. We are pleased with the texture restoration."

Patcraft Mills: "Fibers are not soaked by Duraclean. Best method of cleaning we have seen on tufted carpeting." **Croft Carpet Mills:** "The Duraclean method is superior."

Trendline Upholstered Furniture: "We recommend Duraclean as the safest and most effective method of cleaning fine furniture." **Kingston Mills:** "It is our intention to recommend Duraclean Service."

Modern Tufting Co.: "Duraclean is superior to any on-location cleaning process with which I'm familiar."

Painter Carpet Mills: "Duraclean is logical approach to carpet cleaning because the tufts are not subjected to the harsh treatment so prevalent in other methods."

Resale Service

If, because of illness, moving or for any other reason a dealer wants to sell, we maintain a service to locate buyers and help him sell.

Dealerships resell at up to 10 times the dealer's cost.

Find out Now! No obligation

With **no obligation,** we'll mail you a letter with 32 page booklet explaining these services . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of headway, independence and **bigger income.** Your location could be taken tomorrow . . . so mail coupon TODAY.

Mail this coupon TODAY

It may put you in business

Duraclean Co., 3-707 Duraclean Bldg., Deerfield, Ill.

With no obligation, mail letter with 36 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

Name _____

Address _____

City _____ Zone _____ State _____

MAIL CAR

Railroaders and Fans Sit in With the Editorial Crew

A popular tourist attraction operating in Florida near Silver Springs, east of Ocala, is Six Gun Territory, which has two coal-fired, American-type, steam locomotives, the *Robert E. Lee* and the *Sam Houston*. The railroad track is two miles long.
Thomas A. Battle, 1411 Mariva Ave., Leesburg, Fla.

OUR cover shows a small depot in northern Wisconsin around the turn of the century and an American-type engine, No. 258, Class F-8, on the Chicago, St. Paul, Minneapolis & Omaha. It was painted by Marshall P. McMahon (whose father was an engineman on that road), 315 E. 14th Street, Minneapolis 4, Minn. Built by Schenectady in 1898, the 258 remained in service up into World War II. She weighed 130,700 lbs. without tender, had 73″ drivers, 19,167 lbs. tractive force, and typified the fast, heavy, express engines on several roads of her day. The Omaha Road is now Twin Cities Division of C&NW. The main line between St. Paul, Minn., and Wyeville, Wis., was doubletracked before World War 1, but with the advent of diesels, improved signaling, and much less passenger traffic it was recently single-tracked again. Artist McMahon wants to hear from anyone who could supply any size pix or negatives of Omaha Road locos built before 1900.

Thanks to readers for information on water tanks still standing. We will print it in next issue. ●

ENGLAND HEARD FROM. "Did you know that some of our enginemen cook bacon and eggs on the shovels, or scoops, that are used in firing steam locomotives?" asks John Drayton, an engineman on the British Railways, 13 Sycamore Rd., Griffithstown, Pontypool, Monmouthshire, England.

"First the scoop is wiped clean, then the fatty bacon is dropped in, and it is placed just inside the firehole ring. Soon the sound of sizzling fat and an aroma of cooked bacon gives you a feeling of anticipation of a feast to come. Then you withdraw the scoop and add a couple of fresh eggs. Enginemen often eat such food from the shovel and round off the meal with a pipe of tobacco.

"Shovels are useful also for taking it easy while you are waiting for a 'meet' to show up. You can wash your hands and face that way. Hot water supplied from the boiler is turned on and directed to the shovel, which is propped up on the tender or some convenient place in the cab.

"One day during World War II, while waiting at a station, I took off the coal-watering pipe, or slacker pipe, put the brass to my lips, and blew an army trumpet call. Some cavalrymen who happened to be inside the station tavern rushed out, evidently thinking they had to stand by their horses. When they found out who had blown the call they roared with laughter. 'Just fancy getting a tune out of that thing!' one man yelled."

Changing the subject, here is the story of Rebel, a golden retriever. For years Rebel waited patiently in a field near the Somerset & Dorset Railway line at Pimperne, Dorset, for the *Pines Express* from Bournemouth to Manchester to pass. Each morning the dining-car staff of that train threw out a parcel of bones and scraps for Rebel.

Then, on a recent Saturday, the dog saw the train for the last time. On the following Monday the *Pines Express* would be rerouted via Southampton, Basingstoke, and Oxford. When the express went through Pimperne as usual that Saturday, the dining-car staff waved a wistful farewell to Rebel. The dog's owner, a Roman Catholic priest, had dressed him in a black bow to mark the occasion.

Even today, weeks afterward, Rebel is not used to the failure of the *Pines Express* to pass Pimperne. He still waits there, hoping. ●

PERSONALITIES. The red-headed Pennsy conductor whose back appears on our Oct. '62 cover is J. C. Hanratty, New York Region. After long delay, he was identified the other day by Bob Purdy, 89-36 Whitney Ave., Elmhurst, N.Y., who made the color-shot of the Pennsy electric locomotive.

A brown-haired, blue-eyed railfanette is Miss Frances Pardon, age 18, a Waycross, Ga., farm girl who graduates from high school this June. She is a confirmed train-rider, likes to visit railroad shops and other rail facilities, and collects souvenirs. Her mother is an Atlantic Coast Line clerk-stenographer in the Waycross Division super's office, handling ICC accident reports, passes, and the like. A brother-in-law is an ACL fireman.

John Wylie, age 85, has held a season ticket without a break since 1890 to ride every weekend between his home in Cambusland, Lanarkshire, and Glasgow, Scotland. During that time he journeyed a total of 225,000 miles by rail. British Railways officials think it's a record for commuters. To show their appreciation, they gave him this year's ticket free of charge.

Parents of Mary Powers recently celebrated her 16th birthday by giving a party for 30 guests aboard a special parlor-lounge car on a Long Island Rail Road train running from Jamaica to Ronkonkoma and back. Refreshments, music, and dancing enlivened the ride. She will never forget that party.

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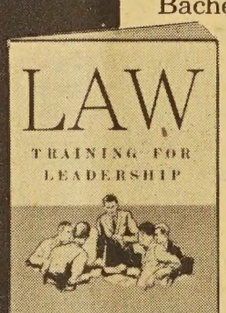

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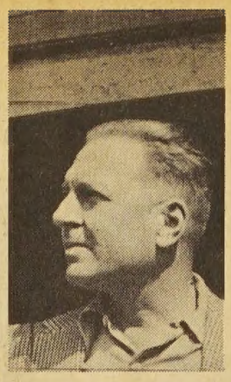
221

He's been reading our magazine since 1906. A. C. Wiggs, 704 Main St., Mapleton, Iowa, began railroading as a waterboy in 1888, retired from C&NW in 1938. Age 89, health fairly good.

Our April issue told about a couple who met for the first time on a LIRR train and later married. A similar experience is recalled by Otto Langfield, 1327 S. E. Jackson St., Roseburg, Ore. One June day in 1927, after boarding the SP's *Shasta Limited,* Otto helped two girls with their luggage. Both girls were strangers living in San Jose, Calif. He struck up a friendship with one of them, and is now her proud and happy husband. ●

THE BILTMORE, one of midtown New York's fashionable hotels, has opened a "Parlour Car" room for "the woman who needs a place in town to freshen up in-between shopping, before dinner or theatre, a place to rest, relax, meet friends or husband, or just to sit and do nothing." This facility, we are told, "was inspired by Lucius Beebe's magnificent book, *Mr. Pullman's Elegant Palace Car,* and looks exactly like an Edwardian parlour car . . . without wheels, of course," with plush, horsehair, brass, antique lighting, luggage racks, and so on.

Beebe's sophisticated self-portrait in a recent issue of *Esquire* reveals his "contempt for gadgetry and the insane products of a commercial age" and his motivating "desire for excellence." He writes, "I'd rather my books were well-manufactured than best sellers." He admits he is constantly fighting "The relaxed attitudes of mediocrity and the temptation to take things easy in the knowledge that in the end nothing matters anyhow." His latest book is *The Central Pacific & The Southern Pacific Railroads.* Review in our next issue.



The *Esquire* piece does not mention Beebe's devotion to railroad lore, notably steam power, a trait which prompted us to include him in our series of *Interesting Railfans.* But it quotes him as being sentimental about music, poetry, and "small, soft animals." He says he has always been "on the side of the animals against *Homo sapiens,*" adding: "A world without animals I find unthinkable, but a world without people offers a prospect of altogether satisfactory tranquility. . ." ●

BRIEFLY SPEAKING. Canadian Pacific has signed a contract for exhibit space in the Transportation & Travel Pavilion at the New York World's Fair, 1964-'5. With $2.8 billion of assets, CP is the world's largest privately-owned transportation system. Its railways, steamships, airlines, trucks, hotels, etc., cover 85,000 route-miles serving 5 continents. The big Fair will open next spring. Long Island Rail Road, preparing for it, is building a station with 6 tracks and 3 platforms connected by overpass with the Fair's main entrance.

The ICC has permitted the Tuskegee, an Alabama freight line, to abandon its entire 6 miles, reports Charles Coniff, P.O. Box 4672, Mobile, Ala. Sole equipment is a Plymouth diesel, No. 100. The road formerly had a 2-6-2 steamer, No. 101, now owned by T. R. Miller Lumber Co., Brewton, Ala. The only Alabama road using steam regularly is Mobile & Gulf at Brownsville.

Federal spending for road, air and water transport facilities in 1963 amounts to more than half the predicted 8.8 billion-dollar Federal budget deficit for this fiscal year, according to a study released by the Association of American Railroads.

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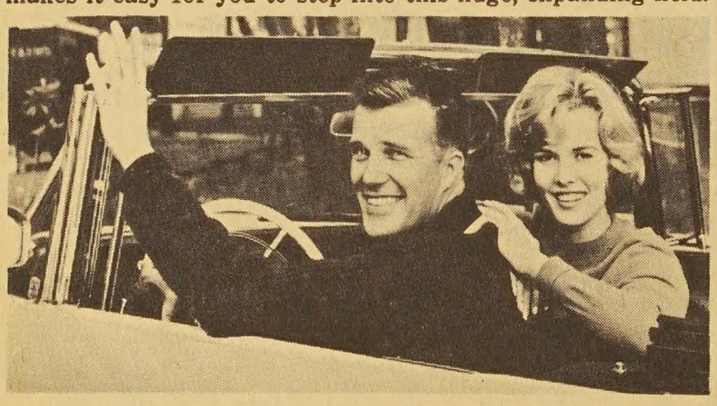

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WHAT DOES AN ELECTRONIC SUPERCHARGER DO?

Every single mile you drive, your Electronic Supercharger delivers about 14 million volts of cold, high-frequency electricity into every cylinder—**breaks up** the molecules of your gasoline, making it **ignite faster** and more thoroughly. Regular ignition is like trying to **set fire to a log. Electronic Supercharging** is like breaking that log into tiny shavings—making it easy to ignite. The result is **instantaneous firing of fuel in the gas chamber.** That means: **1. Instant Starting. 2. Smooth Idling. 3. Instant response to gas pedal. 4. 15% to 35% more miles per gallon. 5. Freedom from ignition problems. 6. A cleaner, more efficient engine — freedom from knocks, pings, bucking.** You get all this using only the **extra electronic** power every car generates but wastes.

INSTANT STARTING

. . . the result is instantaneous firing of the fuel in the gas chamber. You must get instant starting even in below zero weather, the smoothest idling you ever hoped for, freedom from ignition problems, instant response to the gas pedal . . . PLUS an always cleaner, more efficient, more dependable engine free from knocks, pings and bucking — even under the heaviest loads. **You accomplish this with using only the electronic power that everyone is now completely wasting!**

SIMPLE 2-MINUTE INSTALLATION

No tools or mechanical skill required — it's easier than changing a spark plug. Just snap off the clips that hold your distributor cap and lift if off gently. Inspect the cap and points; then, simply lift out the old rotor with two fingers and drop in the Electronic Supercharger. Seat the cap back on carefully and snap on the retaining clips. That's all you have to do!

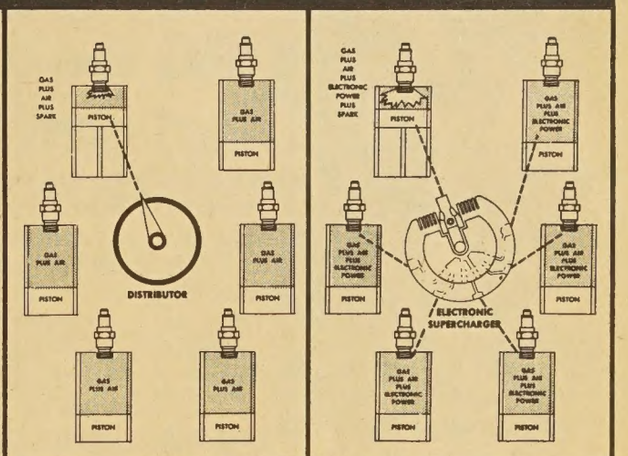
YOUR CYLINDERS BECOME LITTLE GAS REFINERIES

. . . the gas in your tank is loaded with lead and other chemicals to increase octane ratings (high test). You really pay through the nose for chemicals that lead foul your plugs and damage pistons and cylinders. Instead of giving you these damaging chemical octanes, the Supercharger makes the extra octanes by refining the gas after it is in the cylinder. You get greatest power potential from gas that is cheaper because it is not loaded with harmful lead and other additives.

READ THESE FACTS!

From the MOTOR EQUIPMENT WHOLESALERS ASSN. NEWS BULL.

"Revolutionary gas-saver! Our Studebaker Commander has been averaging 10.2 miles per gallon. After installing the Solar Volt, we got 18.6 miles per gallon in heavy traffic — and 22.5 coming back along the same road in less traffic. Unbelievable as it is, that is an increase of 13.5% to 35.6% in gas mileage!"



ORDINARY IGNITION SYSTEM

Ordinary ignition sends a mixture of hot electricity (amperage) and cold electricity (voltage) only to **one cylinder at time.** Only the hot electricity (amperage) is used to explode the gas-air mixture. **The power from the cold electricity (voltage) is completely wasted.**

ELECTRONIC SUPERCHARGING

Electronic supercharging sends hot electricity (amperage) to one cylinder at a time, **BUT** it simultaneously sends **the power** from the cold electricity (voltage) to every other cylinder. This **SUPERCHARGES** the gas-air mixture. This **extra power** added to the gas, in every cylinder, gives you **extra power** every time that mixture is exploded in the cylinder.

DOUBLES, TRIPLES SPARK PLUG LIFE

The more you drive . . . the bigger the spark gap becomes. That means **adjusting or replacing plugs 2-3 times a year.** But your **Electronic Supercharger can fire across a gap 2 and 3 times as long** . . . your Electronic Supercharger **pays for itself many times** over just on what it saves you on spark plug servicing and replacing. And that's only the beginning!

1. Snap off clips and lift distributor cap.
2. Inspect cap and points, exchange Electronic Supercharger for old rotor.
3. Seat cap carefully and snap on retainers — that's all.

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☐ Please send C.O.D. I will pay postman charges plus postage

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AGENT, DEALER INQUIRIES INVITED

Chicago & North Western has begun to build a new $1,100,000 piggyback terminal at its Proviso freight yards which is expected to make Chicago the piggyback capital of the nation.

A total of 232 tunnels—over 37 miles of tunnels!—are being holed through rugged Yugoslavia to build a 295-mile railroad running from Belgrade to the Adriatic port of Bar in Montenegro. The line also will have 187 bridges. Retaining walls above and below the tracks buttress the steep mountain side. Completion date is 1968. "Will this set a record for the number of tunnels on 295 miles of railroad?" asks Henry Korman, Longview, Washington.

A Presbyterian mission at Luluabourg City, Congo, is using a bell from a Gulf, Mobile & Ohio steam engine that used to run between Kansas City, Mo., and Bloomington, Ill. When Rev. David Miller asked the GM&O for such a bell, he said: "We can't call the people to church with drums any more, because drums now call the natives to war."

Construction of a new western Texas railroad of 78.25 miles between Odessa and Seagraves via Seminole at a cost of about $8 million is sought in an application filed with the ICC at Washington by the Permian Basin Railroad Co. of Odessa, which is located on a Texas & Pacific branch. Our news comes from L. C. Garner, Hobbs, N. M.

A resort hotel built by the Santa Fe Railway six miles north of Las Vegas, N. M., in 1882-'5 was destroyed three times by fire and rebuilt each time with even more splendor. Final result, a $2 million castle of nearly 300 rooms, is now used as the national Roman Catholic seminary of the Republic of Mexico, we learn from Bill Kessel, 99 Center Street, Hamburg, N. Y.

Many Russian schoolboys and girls are having fun on their country's 37 children's railways. Under expert supervision, they are running the railways themselves, maintaining 625 miles of track. Among their rolling stock are 23 narrow-gage diesel engines, 46 steam locomotives, and over 200 coaches.

"Trains With Brains?" article (April issue) may have given the impression that the QNS&L is only 5.7 miles long. Actually, as Robert Robinson of St. Laurent, Que., points out, the line has 357 single-track miles but the remote-control section around the Carol Concentrator in Labrador City is 5.7. Full crews operate all trains except in that area. Of the road's 80 diesel units only 4 are equipped to work as ATO units.

Contradicting an item by Mike Glikin in our June issue, Ron Salters of Weymouth, Mass., says ex-Rahway Valley 2-8-0 No. 15, now running on the Monadnock, Steamtown & Northern, was built by Baldwin for the Oneida & Western in 1916 and sold to RV in 1937. She did not come from the Lehigh & New England. ●

Engr. Felix Marquette is active in steam service today. (See page 36.)
Roy Phillips

ONE MAN'S VIEWPOINT. "You quoted the *Engineman's Press* as saying the Rutland's owners may profit from the line's scrap value and a tax carry-forward," writes Marshall I. Nevin, M.D., 2923 Atlantic Ave., Brooklyn, N. Y. "No doubt they will. So did the owners of the North Shore Line and of the Lehigh & New England. But the New York, Ontario & Western had the distinction of simply running out of money, credit, and governmental patience. Perhaps union officials think that is a more dignified way for a railroad to die. To the employees it probably makes very little difference.

"The fact that certain railroads are worth more dead than alive should cause some rail-union officers to reflect on the course of economic suicide on which they have embarked. But it probably won't. They seem to be the trucker's best friends." ●

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Quick technique for hypnotizing.

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End sleeplessness, stop smoking, lose weight, etc.

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First, you must understand that what another person does with Hypnotism, you can also do. There isn't anything anyone has ever done with this art that you cannot do! YOU can make people cry, laugh, shout, stop smoking, recall childhood memories, act like an infant, make water taste like vinegar, get folks to sing, dance ...do a 1001 things they would never do when not UNDER YOUR POWER. And the most amazing thing of all is --- HOW EASY IT IS TO DO!

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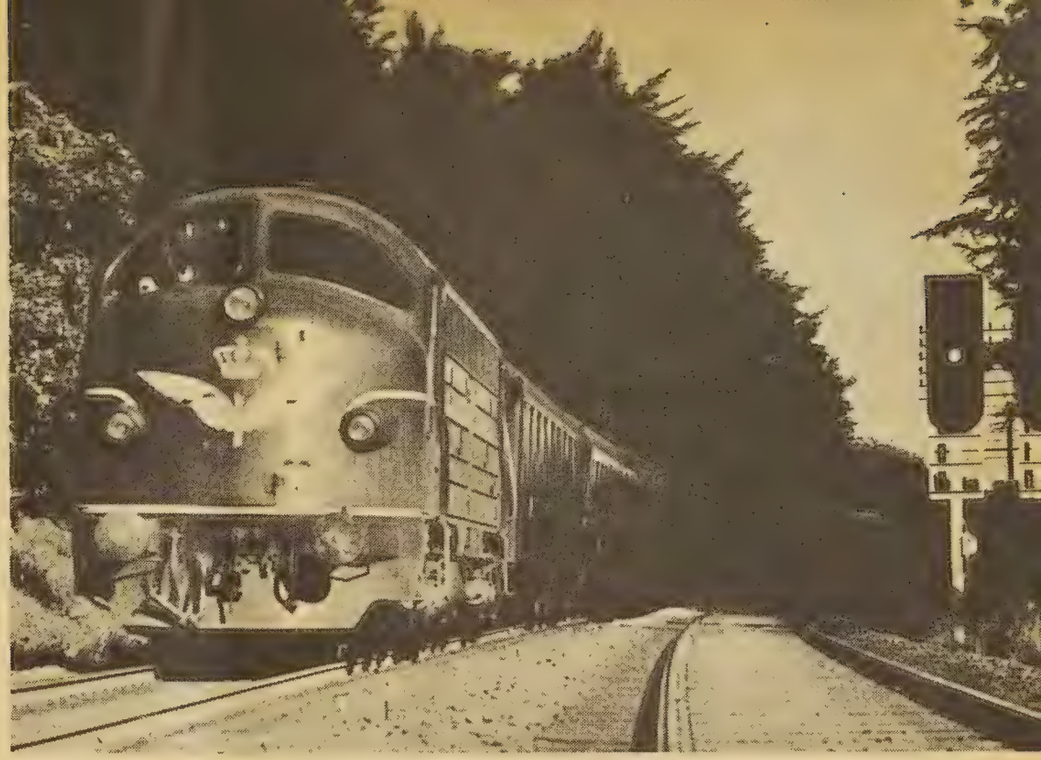
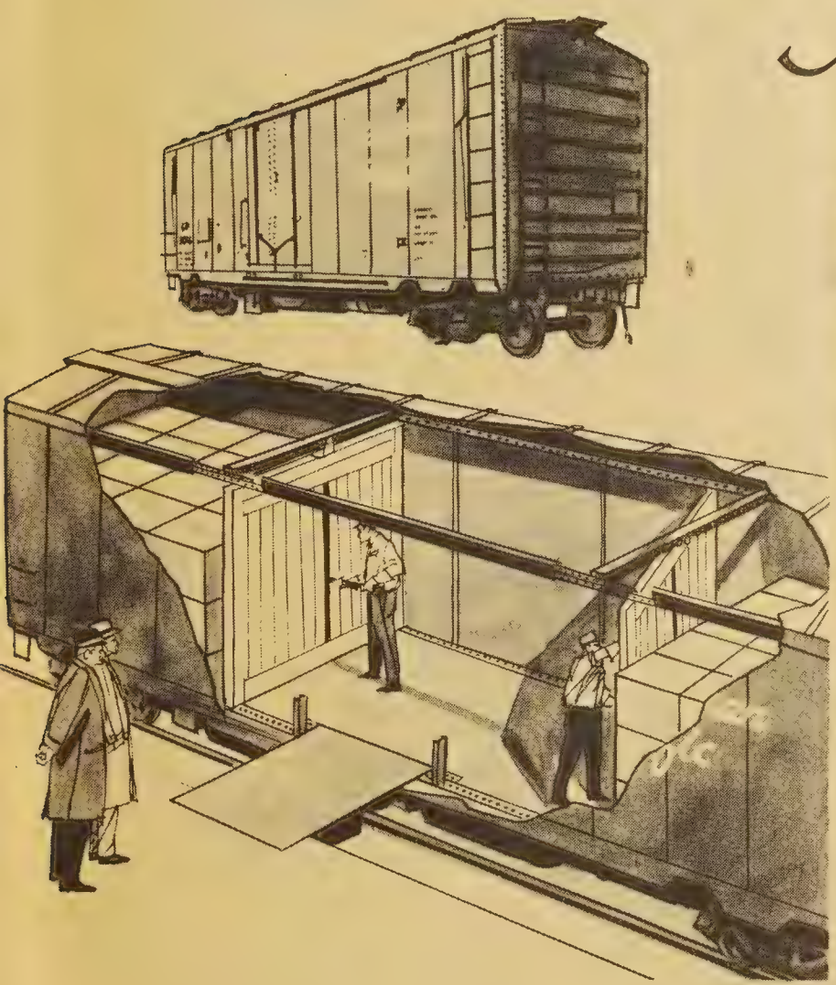
Swedish Information Service,
8 E. 69th St., New York City

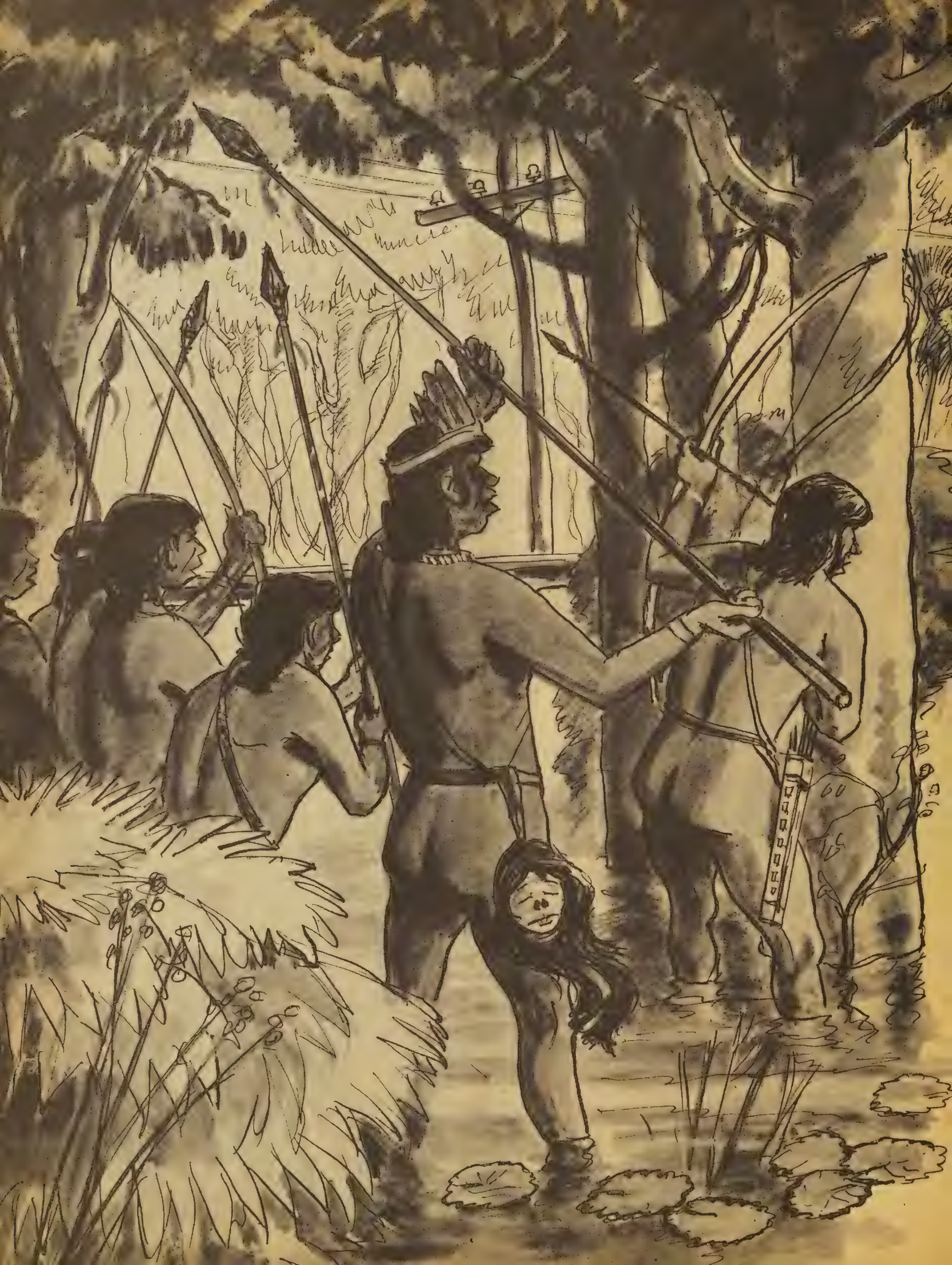


Movable bulkheads being installed in 200 new Canadian Pacific heated and insulated 40-foot boxcars give controlled protection for lading, thus reducing chance of damage to a minimum and speeding up the operations of loading and unloading.
Canadian Pacific Railway



Newspictures

Conductor Richard Horn appreciatively eyes a swim-suit model in fashion show aboard a Boston & Maine special train running from Beverly Farms, Mass., to nearby Rockport. Fare was $2 for this hospital-benefit ride. Needless to add, all passengers were women. It was quite a picnic.
Courtesy of Boston Globe



Building the Madeira-Mamoré line through the steaming hot jungles of Brazil cost so many lives from malaria, beri beri, insect bites, wild beasts, and head-hunting savages that it is called

THE RAILWAY OF DEATH

by B. THOMAS WALSH

Photographs by the author; wash drawing by Joe Easley

A SMALL ITEM on the back page of a recent Peruvian newspaper caught my eye. I happened to see it because I read Spanish and because I am stationed at La Paz, Bolivia, as a member of the United States Aid Mission to Bolivia. The item stated that the fabled Madeira-Mamoré Railway was still running its woodburners through the steaming jungles of the Amazon River valley but would soon be abandoned.

The news intrigued me. I made up my mind to ride the line while I could and tell the readers of *Railroad Magazine* about it, just as I reported on "Where to Find Steam in Mexico" (June '61 issue) and "Steam in Formosa" (Dec. '62). The Madeira-Mamoré is much more dramatic.

That line is commonly known as the "Railway of Death." The late Bob Ripley of *Believe It or Not* fame termed it "The Road to Ruin." I will never forget the Madeira-Mamoré scene Ripley drew years ago, entitled "Each Tie a Human Life." It was one of the grimmest pictures ever done by an artist who specialized in grim pictures. He stated: "The first five miles of rail were laid at a cost of 10,000 lives, literally requiring a life for each cross-tie laid."

This figure may have been exaggerated—note that I say *may have been*—but the sinister legend that "each cross-tie rests upon a human skull" is basically true. Most deaths were due to intense tropical heat, to beri beri, dysentry, malaria, and other jungle fe-

vers, and some to the savage head-hunters who used blow-guns and poison-tipped darts. One day the heads of five German construction workers were found in the Mamoré River. What happened is still a mystery. When the Berlin government learned the news it forbade the further emigration of German railway builders to Brazil.

The Amazon valley is a jungle from which some missionaries never return. A land where spiders look like crabs, where certain beetles are almost as big as your hand, and where a mosquito bite could be fatal. A land of army ants and ant-eaters, brightly-plumaged birds, snakes, armadillos, jaguars, chattering monkeys, alligators—and naked savages! But more of that later.

Even so, as an avid railfan, I was determined to ride the Madeira-Mamoré and take pictures of it. I reasoned that things couldn't be quite as bad now as they had been in construction days. It didn't take me long to get ready. Boarding a once-a-week plane, I flew to a point just across the river from Guajara-Mirim, Brazil, southern terminal of the jungle railway. Although I had a valid Brazilian visa, no customs man checked it.

The railway depot there is a solid, two-story, stone building located beside the boat landing. From that point two regularly scheduled passenger trains a week plus eight mixed trains run through the jungle between Guajara-Mirim and the northern end of the line, Porto Velho. Schedules are slow, even today, because it is not safe to travel after dark.

The nearby hills are peopled with Indian pygmies of the Parentinin tribe who think nothing of picking off a passenger or crew member at night with their lethal blow-guns. Before a young buck can attain the status of warrior he must kill a human being from another tribe and shrink his or her head. But not all the shrunken heads you see are human. Some came from monkeys, especially those of recent vintage, for the South American governments have been cracking down hard on the sport of human head-hunting. Nevertheless, all Madeira-Mamoré trains stop overnight at the rather primitive village of Abuna, about midway, and complete their trips the following day.

At Guajara-Mirim I learned that no train would leave for two days, so I asked the stationmaster if some inspection car might be taking off for Porto Velho before the regular passenger runs. The answer was yes. A small open-sided railcar, painted bright orange and seating only three people besides the driver, would depart at six o'clock the next morning and I could ride it.

Fireman on the German-built No. 17 reaches for water spout at Guajara-Mirim.

I SPENT the night with Catholic missionaries. They warned me not to go outside the town limits of any river village after sundown. Three weeks previous, they said, the badly mutilated torso of a twelve-year-old boy had been found near the railway track. His head, arms, legs, and buttocks were missing, presumably cut off by cannibalistic natives for a home-cooked meal!

One missionary told me, furthermore, that while taking a trip back home to the United States he had stopped at Quito, Ecuador, for a little sightseeing and there had seen four shunken heads on display in a market stall. Each was slightly larger than an orange. One head was horribly familiar. The man of

(Left) Baldwin woodburning Mogul pulls bi-weekly passenger train of Madeira-Mamoré Ry. (Above) The 4-seated railcar.

God was shocked to recognize a lay brother who had formerly worked with him but had disappeared ten years before on a journey to Porto Velho!

I shuddered. Maybe I'd made a mistake in planning to ride the Railway of Death. But the rest of the evening passed more pleasantly. The fathers changed the subject to a discussion of the "railway" that somebody had discovered recently in northern Bolivia. Traveling by muleback, about ten miles out of town, he had crossed a straight-line embankment that looked like a railway grade. The matted foliage and underbrush were too dense for passage except by foot but he sent an assistant on ahead to explore the area.

"The following day," he said, "my man returned bearing a length of rusted rail and a wheel from a hand-propelled work car. He reported that the grading extended about three miles. Near the river's edge he found approximately 700 lengths of rail and four small work cars."

"Which railway was that?" I asked.

He explained that the Madeira-Mamoré had been projected to cross the wide Mamoré River, which divided Brazil from Bolivia, to its promised destination of Riberalta. But in 1912 the rubber market collapsed, halting railway construction. Though the river was never spanned, some preliminary work had been done on the Bolivian side.

Prior to the chance discovery, those materials had lain unknown and unused for fifty years in the playground of monkeys and macaws. Possibly fierce warriors had paused to rest on them more than once while plodding through the jungle on head-hunting forays. Since then, my informant said, some of the rusted rail and the four little cars had been brought into town to make a short industrial line for a brick and tile plant. Other lengths of steel from the long-forgotten supply were used to erect a low railing around the town's public gardens. Thus, in a very limited sense, you might say that the Madeira-Mamoré Railway now extends into Bolivia.

Thanking my hosts, I retired for the night, but hours passed before I could sleep. Thoughts of the head-hunters disturbed me. I wondered if they ever had been known to come into town.

DAWN was flaming over the palm trees when I boarded the orange-colored railcar which, with luck, would reach Porto Velho in twelve hours. None of the trains were that fast. Jungle terrain made the ride bumpy but the gorgeous scenery offset it. I saw brilliant-hued birds of paradise, green and yellow macaws, pert red cardinals, and humming birds. The natives have a superstition that if you shoot and eat a parrot you will lose your power of speech.

Running close to the river, our car passed the nineteen sets of foaming rapids which prevented navigation — except when combined with overland portage—and led to the building of the railway. Now and then a flock of snow-white cranes or egrets would settle gracefully on the water. It was a sight of tropical beauty I well never forget.

We stopped at Abuna for lunch. A slim and beautiful Portuguese mulatto girl served *majao*—a mixture of rice, bananas, and dried armadillo meat—and *papaya* for dessert. I wish I had taken a picture of her. In South America you get used to all sorts of exotic food and pretty *señoritas*.

In Abuna, too, I saw my first Madeira-Mamoré locomotive; a new-looking German-built Mikado numbered 18, switching cars prior to departure for Porto Velho. Stamped on her cylinder head was a small swastica with the words *Berliner Maschines Bau, 1936*. Afterward, I learned at the company offices in Porto Velho that three such engines had been received from another Brazilian line in 1950 when control of the Madeira-Mamoré was transferred from the Territory of Rondonia to the national Ministry of Public Works. It struck me as odd that the Reich had exported the heavy equipment at a time when Hitler was bending every effort to prepare for war.

After leaving Abuna, the rail line was straighter. We encountered more *savannahs*, open grass areas, and many wooden bridges spanning the small streams that fed the Madeira River. At each crossing we saw women scantily clad in *tipoys*, or sarongs, washing clothes and beating their wash on the rocks while naked children of both sexes frolicked in the water, squealing with glee.

We did not meet any train until we reached Porto Velho, at dusk. There

Scenes along the Mamoré River, a tributary of the mighty Amazon, for which Madeira-Mamoré Railway was named. The Amazon system can be navigated for about 10,000 miles by ocean-going vessels. Its valley, three million square miles, is almost the size of the United States and includes the world's largest unexplored areas except for regions of bleak Antarctica.

No. 6, a Mogul (Baldwin, 1908) was wheezing softly at the station. All of the road's locomotives were woodburners. Their typical white smoke with fine wood ash billowing against the tropical sky was a delight to the eye.

The gathering darkness kept me from making more than a cursory examination of the roundhouse and shops, but I awoke early next morning and went down to the depot to see the scheduled passenger train depart at six a.m. Hauling it was No. 3, another Baldwin Mogul of the same vintage, the oldest hog in active service on the Madeira-Mamoré.

Further exploration had to wait three days, for I was booked on a flight to Manaos an hour later. This remote community is located 2,000 miles up the Amazon, only a few miles from the Equator. It was South America's first city to install a trolley system. For years ancient open-sided streetcars painted bright green and red had plied their routes in one of the world's hottest cities. Alas, the final run had been made three years previous! All I could find of the old system were two cars in bad repair, partly stripped.

I returned to Porto Velho by a flying boat. We made five local stops on the Amazon and Madeira rivers, each time alighting in mid-river. As we swooped down, great walls of water would spread over the windows and sides, and a few minutes later a rowboat would appear with cargo and an occasional passenger. Arrival back in Porto Velho at noon gave me a full half-day to inspect and photograph the railway facilities there.

ALTHOUGH Portuguese is Brazil's official language, many natives know a smattering of Spanish. By talking in poor Spanish, the mechanical superintendent of the Madeira-Mamoré, a heavy-set Latin with drooping mustache, explained their operations. He denied the published reports of plans for abandonment and said the railway would continue to run because the highway scheme to supplant it had been shelved by federal officials.

The new general manager, he added pridefully, had cut their deficit in half last year. This was no small achievement, since the Madeira-Mamoré is considered a developmental line, which means it carries local farm produce free. In the previous year, receipts were about nine million *cruzeiros* (some $30,000) but expenses were 92 million *cruzeiros*, creating 83 million deficit. No wonder the government had seriously considered abandoning the line, despite the frightful cost in human lives of building it. The rails were laid mainly to haul rubber out of the jungle.

On the roster are 19 steam locomotives, four *automotrices* (Buda railcars), three line cars, and 80 freight cars. Nine engines are in service; four could be repaired, but the other six are in such bad condition that they probably will never run again.

Aside from type, builder, and date built, the only mechanical data available is boiler pressure. When I asked the superintendent about tractive effort, he looked blank and said he didn't know how to compute it. The road uses a rule-of-thumb system. For example, a Mogul hauls about eight loaded cars, a Mikado twelve. One car more or less is figured, depending on the engine's mechanical conditon and whether or not the freight is heavy.

Here is a current roster of Madeira-Mamoré locomotives, all woodburners:

Nos.	Type	Built by	B.P.
1, 3, 5, 6	2-6-0	Baldwin, '08	125
4	2-8-0	Baldwin, '08	180
7, 9	2-6-0	Baldwin, '09	125
10, 11	2-6-0	Baldwin, '09	150
12	4-4-0	Baldwin, '74 Rebuilt '12	150
13, 14	2-6-0	Baldwin, '13	150
15, 16	2-8-2	Alco, '14	180
17, 18, 19	2-8-2	Berlin M., '36	180

Nos. 1, 2, 9, 12, 13, and 14 are in bad or hopeless condition. Nos. 4, 5, 8, and 11 are in process of repair. All of the others are in service.

The shops have a real 19th century flavor. Wood-fired boilers produce the power which belts transmitted to heavy

Running light: Baldwin-built No. 3, oldest active engine on M-M roster.

The Buda railcar waits on a siding.

machinery. Both of the Alco Mikados, built in 1941, were over the pits, with fireboxes being cleaned. They had been bought in anticipation of substantially increased traffic due to World War II.

A small, weed-encrusted, Baldwin 4-4-0, numbered 12, was standing forlornly outside the shops. Instead of the usual markings *EF-M-M (Estrada de Ferro Madeira-Mamoré)*, she bore the words *Coronel Church*. The road's engines appeared to have been numbered chronologically, but this one was named for Col. George C. Church, the chief engineer who first originated the idea of the Madeira-Mamoré Railway back in 1870.

The 12-spot, I am told, was the sole engine brought to Brazil in 1874 when Colonel Church contacted with an American firm to build the line. After four years so many workmen had perished, as Bob Ripley pointed out, that the project was abandoned. At that time only four miles of steel had been laid from Santo Antonio, the original terminal near Porto Velho, southwestward toward Bolivia.

This little Baldwin woodburner was left alone in the pathless jungle for almost thirty years, with vegetation growing all over her, even out of her balloon stack, until 1907, when another concession firm, The Madeira-Mamoré Railway Co., Ltd., undertook to finish the line and moved the terminal to Porto Velho to accommodate larger ships.

On May 31, 1910, the 56 miles to Jaci-Parana were placed in operation. When the whole line was completed in 1922, the firm celebrated its triumph and rebuilt the dirt-filled hulk of this first engine. The Baldwin Locomotive Works in Philadelphia struck a new builder's plate, adding the date 1912 and the contractor's name, P&T Collins.

The railway fascinated me, but so did the thick matted jungle, the gay profusion of butterflies and orchids, and other tropical wonders. This is one place that relatively few American fans have ever seen. I am amazed to think how rails could have been laid through such a country.

Well, after prowling around Porto Velho and learning what I could, I returned to Guajara-Mirim on a 12-passenger Buda railcar. We stopped as usual at Abuna and again I was served a meal by the attractive mulatto girl. Thus I had ridden the Railway of Death through the steaming hot jungle, with its screeching macaws and chattering monkeys, its malaria and its savage head-hunters. I am glad to report that my head is still on my shoulders.

No. 12, the *Coronel Church* (Baldwin, 1874, rebuilt 1912), was abandoned in the jungle for nearly 30 years and is now stored at Porto Velho in poor condition.

A 27-year-old German-built Mikado, No. 18, is doing a switching job at Abuna.

Baldwin Mogul No. 6, vintage of 1908, drifts back to Porto Velho roundhouse.

Interesting Railfans No. 15:

DONALD DUKE

Donald Duke, surrounded by railroadiana, wearing excursion condr. hat.
Los Angeles Times

ONE autumn day in 1956, while serving on a Los Angeles jury, Donald Duke brought along his heavy Super D Graflex and spent his lunch period snapping pictures of a short and very steep inclined streetcar line. Later, he dug into newspaper files, contacted historians. The result, a year later, was an illustrated booklet on the Angel's Flight Railway.

This booklet is a collector's item. It proved so popular that Don was invited to become editor of the *Pacific Railway Journal,* an informative tiny magazine issued by the Railway & Locomotive Historical Society, Southern California Chapter. Enthused with the collecting, writing, editing, and photography of rail lore, he eventually quit a big-pay job in industry to be a full-time publisher of railbooks.

But let's begin at the beginning. Don was born April 1, 1929, in L. A. and acquired an interest in railroading as a small boy when his father took him to the Southern Pacific station at Glendale to watch the puffing steam trains come and go. It was a grand sight. In 1939 he saw his first copy of *Railroad Magazine* on a news-stand.

"Dad wouldn't let me buy it then," he recalls, "because it carried a couple of sexy ads, but I soon convinced him that they were harmless, and I've been reading *Railroad* ever since."

He now has a complete set of bound volumes of *Railroad* from 1934 to date. Also a great many other bound volumes: *Trains, Electric Traction, Street Railway Journal, Electric Railway Journal, and Baldwin Locomotives,* plus an almost complete set of *Railway Age* and *Railway Age Gazette* from 1872 on. These he uses in historical research.

At last count, his railroad library included 832 hard-bound books, one being an autographed copy of William Pittenger's *Pain and Suffering,* an account of the Andrews railroad raid of 1862, in which the author participated as engineer; and 237 rail-fiction books. Also in Don's library are considerably more than 2,000 railroad booklets, including R&LHS and CERA *Bulletins* and ERA files. "My library," he says, "is mostly historical."

A catalog of his other railroadiana would fill pages. He has hundreds of steam railroad employees' timecards, public timetables, train orders, menus, rosters, grading contracts, and what have you. Among them are bushels of old Colorado railroad literature—a collection which, as Dick Kindig puts it, "is one of the finest I've ever seen." Also boxes of trolley transfers, tokens, route maps, and streetcar timetables.

Oh, yes, we mustn't forget his picture collection. "As a railroad photographer," says John B. Hungerford, a fellow publisher of railbooks, "Donald Duke has relatively few equals. With a natural ability to see the right framing, he can produce the kind of photo that the average picture-taker would not anticipate. Many of his shots are classics."

Don has been shooting steam engines and trains and electric equipment for the past 25 years. "I now have over 7,000 of my own steam negatives," he boasts, "plus about 13,000 from the fine collections of Walter Thrall, a Union Pacific hogger, and Frank Peterson, a movie cameraman who specialized in rail action shots."

Where Don keeps all this stuff is hard to imagine. Fortunately, he is a bachelor, not confirmed but "looking around." What we mean is, he has no wife to endure or to interfere with his hobby. It is only fair to warn any cutie who may become romantically interested in Don Duke what she'd have to put up with if he should marry her.

But that isn't all. Any future Mrs. Duke would be expected to join a few railfan clubs by way of recreation. Don himself helped to found the Southern California Chapter of R&LHS and has held almost all of its offices at one time or another. He also belongs to the same Society's Pacific Coast Chapter as well as the NRHS, the ERA, the CERA, and the Rocky Mountain Railway Club.

But, girls, he's not exactly bad-looking. He doesn't smoke, occasionally sips Scotch and water. He weighs 135, stands 5 feet 10, has clear blue eyes, keeps excellent health, and never wears glasses. Now and then he is interested in things other than railroadiana.

He swims in the Pacific Ocean and lolls on the white sandy beach, watching the sea gulls and the shapely young things in Bikinis. Some nights he looks at TV detective and mystery shows and, like Dave Morgan, repeats of old Laurel & Hardy films. Also, he reads fiction. His favorite authors are John Don Passos, Thomas Wolfe, and Erle Stanley Gardner. Furthermore, he is obsessed with American history and especially California history, not merely rail history. His address is P.O. Box 91, San Marino, California.

"Don is the most responsible railfan I know," says Bob King of the SP's public relations staff. "He keeps his prejudices and special interests under control, appreciates the realities of present railroad economics and policies, makes good on his commitments and, in general, exerts a needed influence on other hobbyists."

As for railfans, Don tells us: "I have made some wonderful friendships among them. But too many fans, however well-meaning they may be, are downright selfish. They hoard their material and won't let anyone else see or appreciate it. This applies especially to pictures, historical books, and folders. There are even a few with sticky fingers. After they have looked through my files, certain items are missing."

We've had that experience, too, with visitors to our office; so we know how you feel, Don. A previous subject in our series of *Interesting Railfans* has promised to write a devastating article for *Railroad Magazine,* probably unsigned, telling that he *really* thinks of certain hobbyists in our field. We don't know when he'll write it but we hope it is soon.

As for the *Pacific Railway Journal,* it started as a mimeographed sheet in January, 1954, became a photo-offset job after the third issue, and ceased to be a periodical in 1960. Since then it has consisted of bound volumes or pamphlets, each on a single subject.

"Early in the game," says Don, "I was asked to do a piece on the Mount Lowe (Pacific Electric) line. To my amazement, after this was written and published, requests for copies of it came from all over the world. A thousand orders were waiting when I returned from a week's railfan trip to Virginia!"

That was Don's first article. Later, he took over the *Journal* himself and began putting out three or four railroad booklets a year. The response was so encouraging that he published his first

Southern Pacific coastline mail train with a "Daylight" engine. Don likes to "frame" the photos he makes, in this case with the aid of a fine old oak tree.

hard-bound book: *Rails of the Silver Gate,* by Richard V. Dodge. Then more booklets and, in 1962, *Night Train.*

Our reviewer said of *Night Train,* "Never before have we come upon so superb a gallery of railroad camera studies made after dark." Since then, Don has issued a few more booklets, then *Southern Pacific Steam Locomotives,* and last fall, *Last of the 3-Foot Loggers.* Altogether, he has put out 30 booklets and four bound volumes. His *Pacific Electric* booklet alone sold around 25,000 copies.

"I think my most popular booklet," he says, "was on the Denver & Rio Grande Western, which is now in its fifth printing."

Two years ago he incorporated as Pacific Railroad Publications, Inc., and his trade name is Golden West Books. On top of that, for the past five years he has been publishing beautiful rail-photo calendars and selling them to book stores, hobby shops, department stores, and hobbyists.

"I have a mailing list of 8,000 names on Addressograph plates," he says, not without pride, "and often work fifteen hours a day, seven days a week at this business. The current projects I am steering through the various stages of writing and publication deal with the Santa Fe in California, the C&NW, and the Pittsburgh & Lake Erie."

Don enjoyed our presentation of John W. Barriger as *Interesting Railfans No. 14* (June issue). "I regard him as the ideal railroad president. While gathering material for a P&LE history I spent five days on that road, attended board meetings, and went on line and plant inspections. Incidentally, I made that candid camera shot of Barriger laughing, which you used with your write-up. I had just told him a shady story and I thought he'd roll over. I grabbed the camera and shot. His wife, Margaret, thinks it's the best picture ever taken of him."

As for *Railroad Magazine*: "I like it all right," Don says, "but regret that the present format gives so much space to railfans and so little to history and true tales. It is no longer basically a railroad man's magazine. Today the railroader just has an eight-hour job. In the old days he had your magazine to tie the past into his present. *Trains* is a topical magazine. Dave Morgan tries too hard to editorialize and please the railroad executive, traffic man, and stockholder. Neither *Railroad* nor *Trains* prints enough histories of railroads or locomotives. I miss such material. So do the railroad men, I am told."

Don has traveled over much of our continent and looks forward to a trip abroad, especially now that main-line steam has gone from the U. S. but may still be seen overseas.

Oddly enough, his life philosophy centers around a piece of ancient Greek sculpture. As a student at Colorado College in Colorado Springs he was greatly impressed by the replica of a famous statue, Winged Victory, that stood in the library there, with this inscription on its pedestal, *Wind-beaten . . . but still ascending.*

"Whenever I get down in the dumps," he says, "I recall these words." Then: "I remember a certain winter day, riding a Rio Grande narrow-gage freight over Marshall Pass with a friend, Ernie Peyton. The train stopped at Poncha for water and we rushed out to get some shots. Moving aside for a better view of the engine, I sank instantly into six feet of snow. When Ernie turned around to speak to me, I was totally buried—all but a pair of hands clutching a Graflex! In that frantic moment of fighting death from suffocation I thought, *Wind-beaten . . . but still ascending,* and suddenly lost my fear. I knew it would turn out all right." ●

Union Pacific 3559-7856 climbing Cajon Pass near Victorville, Calif., in 1947.

GANDY DANCERS LIVE LONGER

OFFICE WORKERS HAVE TWICE AS GREAT A CHANCE OF DYING OF HEART DISEASE AS DO THE MEN WITH PHYSICALLY ACTIVE JOBS, ACCORDING TO A RECENT SURVEY OF RAILROAD EMPLOYEES.

BY ANN LERNER

Muscular jobs like this one help to keep your heart healthy and your circulation normal and to ward off the degenerative diseases that shorten life.
Southern Pacific (Texas-Louisiana Lines)

YOUR CHANCE of dying of heart disease is twice as great if you do desk work than if you tamp ties, lay track, trundle baggage, or regularly engage in some other form of muscular exertion. The link between sedentary work and heart fatalities has been confirmed in a remarkable study of 191,609 railroad men made by University of Minnesota researchers. This study backs up the conclusions reached in surveys of other occupations.

The Minnesota scientists sought the answer to an intriguing question: Do active jobs offer some protection against heart disease? Headed by Dr. Henry L. Taylor, they used electric computers to analyze Railroad Retirement Board records of men from 40 to 64 years old with at least ten years' railroad service.

They chose office personnel as examples of sedentary workers, switchmen for a moderate amount of physical activity, and section men for the heavy-labor group. The results were startling. They show that the death rate from heart disease was 5.7 per thousand office workers in all age groups—more than twice the 2.8 rate for section men! The death rate for switchmen was 3.9.

In some age brackets the stepped-up fatality average for railroad office workers was even more pronounced. Clerks nearing the normal retirement age—60 to 64 years old—had a disconcerting death rate of 10.39 per thousand. Switchmen of comparable age, only 6.69 per thousand. An even better record, 1.31, was scored by the sweating laborers who spread ballast on the track, insert and remove rail-lengths, and tamp ties.

(Today, track maintenance in the United States and Canada is largely mechanized, but trackmen, or gandy dancers, as a whole still do enough manual labor to keep their blood circulating normally and hearts healthy.)

Somewhat younger clerks, 40 to 44, had a death rate of 1.74 as compared with 0.59 for switchmen and 0.39 for gandy dancers. These findings, according to Dr. Taylor, "are consistent with the hypothesis that men in sedentary occupations have more coronary heart disease than those in occupations requiring moderate to heavy physical activity."

Furthermore—and this is very significant—*rates for all causes of death among railroad men*—including degenerative diseases such as cancer, diabetes, tuberculosis, and so on—*follow the same general pattern,* the over-all average being 11.74 for clerks, 10.29 for switchmen, and 7.62 for the fellows in the section gangs.

Railroad men offer an ideal reservoir of material for heart study. Their jobs cover a wide range of active and inactive work. And most railroaders stay on the jobs many years, giving the scientists a non-mobile group of workers. Railroad boomers vanished long ago.

"The typical man with ten years of service entered the industry early and has remained a member of one brotherhood and held one type of job for the majority of his career," Dr. Taylor said. "A 55-year-old switchman with 20 years of service in the railroad industry is likely to have spent from 17 to 20 of his service years as a switchman."

The Minnesota scientists had the full cooperation of management, union officials, and the Retirement Board with its comprehensive records. Actually, the Taylor study is part of a long-range program that started a half-dozen years ago, aimed at probing the relationship between physical exercise and cardiac disease. Two laboratories on wheels, both made from converted boxcars, crisscrossed the American Northwest, checking the records of men employed by twenty railroad systems in that area. Mostly, the rolling labs were coupled onto night freight trains that happened to be going their way, and would set up

Office work (without regular physical exercise) often leads to heart ailments.
New York Central Lines

shop when the train reached its destination in the morning.

The first stop was made at LaCrosse, Wis., where railroad workers came aboard. Those examined were tested by electrocardiographs, X-rays, treadmills, and chemical analysis. They were questioned about what they ate and how much they walked daily.

"Studies of this type," Dr. Taylor noted, "will eventually firmly establish the relationship of the physical activity required by occupation to the development of coronary heart disease."

About ten years ago British researchers compared bus drivers with conductors, and mail carriers with office workers. They found that the conductors who climbed up and down London's double-decker buses all day long to collect fares had fewer deaths from cardiac ailments than the more sedentary bus drivers. Heart deaths for postmen also were lower than those of office workers.

Elsewhere on the research front, scientists are checking on such factors as heredity, environment, diet, and vitamin supplements in the never-ending study of heart and circulatory ills.

Dr. J. R. Winston, medical director of the Santa Fe Railway, stated in that road's magazine: "During the past 20 years we have witnessed more spectacular developments in the control of heart disease than our forebears observed in the previous 300 years." He added that the greatest potential for advancement in heart research lies in the area of prevention—"prevention of all types of heart and blood-vessel diseases."

A magazine named *Prevention* and dedicated to the prevention of ill health in general, not merely the avoidance of heart ailments, is published monthly at 33 East Minor Street, Emmaus, Pa., and sells at 50 cents a copy. A recent issue quotes Dr. Evans Shute of the Shute Foundation, London, Ont., Canada, as saying that vitamin E is "the most valuable ally the cardiologist has yet found in the treatment of heart disease. It has no rivals."

Dr. Shute went on: "Vitamin E replaces 'rest and reassurance'—which have no authentic basis—with real help to the damaged, laboring heart itself. It is the key both to the *prevention and treatment* of all those conditions in which a lack of blood supply due to thickened or blocked blood vessels or a lack of oxygen is a major part or the whole story of the disease."

Today, heart disease is America's number one killer, cutting down half a million Americans each year, accounting for three in every ten deaths. The tests made on 191,069 railroad men provide a lesson for everybody.

Who is the potential cardiac case? Dr. Paul Dudley White says a man with a family history of cardiac disease is more likely to become a heart victim himself than if he has no such background. And, the famed heart expert points out, so is a fellow with a hard-driving ambition, a penchant for fat-rich foods and heavy smoking, and a disregard for regular physical exercise.

It was Dr. White who attended Dwight D. Eisenhower when he had heart illness a few years ago and was responsible for the then President cutting out cigarettes altogether and spending more time outdoors, at golf.

In other words, tamping ties on the right-of-way is far better for your health than sitting at a desk filling out reports. Your chances are even better if you smoke lightly or not at all, if you go slow on eating fats, and are not too competitive. A man with a sedentary job can offset its disadvantages by taking long walks often. Two medical officers of the Pennsylvania Railroad, writing in *The Pennsy*, stressed the importance of regular health checkups. Dr. John M. Brewster asked:

"Have you checked your 'motor' lately? If you own a car, you undoubtedly have had it thoroughly inspected during the past year. You've done that because you get the best service from a machine that's properly maintained."

The other man, Dr. William A. Hadfield, Jr., pointed out the need of regular physicals to spot heart murmurs which may indicate abnormality.

When is a heart attack most likely to strike? A survey of 500 deaths shows that only five percent of them occurred during heavy activity.

Should a coronary patient go back to work? "Yes," says Dr. Charles J. Cross of Ohio State University, College of Medicine. "Most men will expend less energy and undergo less cardiac stress in on-the-job activites than in puttering around the house in a state of semi-retirement."

What's more, he added, unemployment causes anxiety that is far worse than the daily strain of a job within a man's capabilities. The advocates of exercise as a preventive for heart disease are many. As Dr. Hans Selye, noted Canadian scientists puts it, "By exercising intelligently, a man can train his heart to resist attacks that otherwise might kill him."

Dr. Paul White practices what he preaches. At 75, he is a mountain climber, wood splitter, and bicyle rider. So you can stop feeling sorry for the gandy dancers and porters who work hard in a physical sense. They live longer. Their hearts, lungs, kidneys, and other vital organs offer sturdy resistance to the Old Man With the Scythe. ●

Where to Find

STEAM

Passenger Trains

by ELLIOTT KAHN

SURPRISING as it is, you can find more steam passenger trains in 1963 than in several years past. That is because many railfans have bought steam locomotives and even railroads, or else built their own roads. They have also purchased or built passenger cars and thrown them open to the public for a modest price.

The continued operation of these lines, regardless of how enthusiastic or hard-working their sponsors are, depends largely upon your support. If you don't ride them and pay a fare, or give a donation, maybe some of your time, or at least patronize their book stores, then like so many other passenger trains, these too will disappear.

True, you can no longer go down to the local depot and see a steam engine waiting for you with a string of coaches. You have to seek them out. But there are quite a few in the United States. Let's concentrate on those operated by locomotives which have seen service on common-carrier roads or industrial lines.

Near South Carver, Mass., the Edaville Railroad operates almost 10 miles of two-foot-gage track with mostly steam tank-type locomotives. Some gas or diesel power is used in switching. There are also a good museum, a kiddieland, and a cafeteria. On display are real steam, diesel, gas, and electric locos and cars of various gages. Among the exhibits are a Climax, a Consolidation, and a Mogul. This setup is operated by F. Nelson Blount.

So is the Monadnock, Steamtown & Northern (pictured on the front cover of April '62 *Railroad Magazine*) at North Walpole, N.H. This line, with America's largest concentration of steam, is expected to buy the 22-mile Boston & Maine branch it used last year and to run more than the single 2-8-0 it operated in '62. On the MS&N roster are over 40 steam locos, from an 0-4-0T to a powerful 4-8-8-4.

Freedomland R.R. is located in the Bronx, part of New York City. While strictly an amusement-park line, its two-foot-gage railway uses equipment that once ran on common carrier lines in

No. 15 wheels "the varnish" on the Monadnock, Steamtown & Northern, which boasts America's largest steam concentration.

David Plowden
44 Remsen St., Brooklyn, N.Y.

New England. All of its open and closed passenger cars, two tank-type steamers, and one gas locomotive came from the Edaville R.R., which still owns them.

In upstate New York, near the Museum of Baseball at Cooperstown, the Leatherstocking Line runs in an amusement park. The 3-foot-gage 0-4-0T pulls several amusement-park type cars. And at Sandy Creek, N.Y., you'll find the Sandy Pond & Ontario as the steam operating part of Rail City. Included are steam locos on display and an excellent museum. In western New York State the once all-freight Arcade & Attica is now operating a 2-8-0 and four coaches, sometimes a caboose also.

Then, too, Empire State Railway Museum at Middletown, N.Y., uses a 2-6-2, ex-Sumter & Choctaw No. 103, and an ex-C&NW combine on weekends for excursions over rails of the 14-mile Middletown & New Jersey. This train also can be hired by clubs.

New Jersey offers the Pine Creek R.R., near Freehold, unique in that it operates a Shay on its 3-foot-gage track. A Mogul entered service this season. Other steamers also are on view.

Now let's jump to Clark's Trading Post at North Woodstock, N.H., with a zoo, a country store, and a half-mile of track operated by a steam 0-4-0T. On display are a Climax, a Heisler, and a Johnstown, Pa., streetcar. Also in New England you will want to ride the Mt. Washington Cog Railway, which has been steam-operated for over 90 years and reaches the highest rail point in the East. After that you will probably visit the third line operated by F. Nelson Blount: a 3-foot-gage amusement-park setup at Wakefield, Mass.

Empire State Museum's No. 103 makes 28-mile round trip on rails of M&NJ Ry.

Douglas Craig Wornom, 454 Riverside Drive, New York City

Near Bloomsburg, Pa., a new railway opened this year for its first full season: the Carroll Park & Western. This unusual road is all new construction, one of the world's only three 4-foot-gage railways open to the public, the other two being in Scotland and Spain. Motive power includes a 2-4-0 and one of the very few Climaxes still operating. Two coaches are noteworthy for their superb finish and pretty interiors. Several cabooses also are available for use, while unusual standard-gage cars, including a business car, are on view.

Pioneer Tunnel at Ashland, Pa., is a community enterprise that opens to the public an actual coal mine, with the mine's old rail line back in operation. A half dozen converted coal cars haul passengers. One 0-4-0 tank steamer is in service. The line is 3-foot gauge. This summer they plan to exhibit a Canadian National Mikado and a business car.

Pennsylvania has several fine cable railways and electric operations you can ride (one at a coal mine). No steam lover will want to miss either the Strasburg R.R. or the East Broad Top. The Strasburg is one of several common carriers owned by rail enthusiasts, but perhaps the only one on which no employee gets paid. It is not all steam but owns 3 internal combustion locomotives and has a gas railcar on exhibit. Usually an 0-6-0 powers the train at least once daily all year round. For switching service, the Strasburg now has the last operating Camelback in existence. On exhibit is some rather ancient rolling stock, including two 4-4-0's and a replica of a very early Stevens locomotive.

The Strasburg's green and yellow coaches and its three Tuscan red early Pennsy coaches are very well maintained and comfortable. An open gondola with seats also is in train consist. Last year trains ran as many as eight cars apiece, each train carrying 500 or so passengers.

At Orbisonia, or Rockhill Furnace, the East Broad Top is operating a gradually expanding 3-foot-gage setup with 3 Mikados in use, along with 3 closed coaches, several open ones, an observation car, and a caboose or two. Also available to see are dozens of freight cars that used to run when the line was a common carrier. Three other Mikados and a gas-electric car are in the roundhouse. Also worthy of note are the Victorian shop buildings and grand scenery.

Bill Robie, 16 Percy Ave., Reading, Mass.

F. Nelson Blount, owner of MS&N, blocks wheels of GTW 6039 after derailment.

CB&Q maintains operable steam power for fantrips. Here is 5632 on Louisville freight cutoff.
Jim Seacrest, 2750 Woodscrest, Lincoln 2, Neb.

Engineer Phillip Ott backs No. 12 out of enginehouse at Rockhill Furnace in south-central Pennsylvania three-foot-gage East Broad Top.
J. A. Mannix, c/o Richfield Oil Corp., 708 3rd Ave., New York City

At Worthington, Ohio, the Ohio Railway Museum operates the Columbus, Delaware, & Marion. This is perhaps the only railfan line operating steam, electric, and internal combustion (a gas-electric car) power. The two steamers, an 0-4-OT and an ex Norfolk & Western Pacific, now pull a N&W combine. Ten electric cars and locos also are in use or on exhibit. Also in Ohio, at the Cedar Point Amusement Park near Sandusky, a 3-foot-gage amusement-type line is powered by 3 tank-type steamers. The amusement-type cars were built from old Rio Grande flatcars.

Heading south, there are 4 North Carolina lines all set in beautiful mountain terrain. Two are 3-foot-gage, two standard gage. The slim-gagers are the Tweetsie at Blowing Rock, which has a 4-6-0 and 2-8-2 to pull its fine coaches, and the smaller Cherokee Wonderland at Cherokee, which uses a 2-6-0.

A new line at Concord has an 0-4-OT and a coach or two. Also new is the Highlander R.R., at Maggie. This line, to be 2½ miles long, will be one of two such lines to use Heislers. The Highlander owns 2 Heislers.

Over in Tennessee's Smoky Mountains at Pigeon Forge, the Rebel Railroad operates a 36″-gage line using a Mikado from Alaska's White Pass & Yukon. Georgia boasts the Stone Mountain Scenic R.R. where the *Texas II* chases the *General II* around the mountain. The two 4-4-0's came from the old Louisana Eastern of the late Paulsen Spence, while the 6 or so coaches are ex Chicago & Northwestern suburban jobs.

Florida offers at Rockdale (Coral Gables) the Gold Coast R.R., which runs an ex Florida East Coast 4-6-2 over its 3½ miles of track. This line also boasts the *Magellan,* President F. D. Roosevelt's armored private car; several coaches, and a caboose. The Reader R.R., at Reader, Ark., is described on page 28.

Oklahoma's Skyline R.R. at Jenks has a Heisler pulling a single car—an interurban that once ran on the Sand Springs Ry.—over a short piece of track. The Lone Star State's entry is an amusement-park line named Six Flags Over Texas Park, located between Dallas and Fort Worth. Its tank-type loco formerly hauled Louisiana sugarcane but its cars look almost like a merry-go-round on wheels.

Going back north, Wisconsin boasts two steam railways, each with a little track. One is situated at the home of the world-football champs, the Packers of Green Bay. The National Transportation Museum has an 0-4-OT wheeling a train around a short circular track. On display are larger steam locos, including a Union Pacific "Big Boy" and even an old "General Pershing" Army 2-8-0 which came all the way from Korea. Also in Wisconsin, at Waterford, the Peppermint Farms operate a 3-foot-gage engine from Alaska, a 2-6-2, and 3 coaches.

Out in South Dakota's Black Hills runs the Black Hills Central, a railfan-owned common carrier, which extends to the town of Oblivion (Hill City). The

Steam train on the Six Flags Over Texas Railway operates 1½ miles of track in amusement park at 2201 Arlington Downs Rd., Arlington, Texas.

Tweetsie Railroad at Blowing Rock, N.C., which operates a 4-6-0 and a 2-8-2, is popular tourist attraction.

line runs mainly over the Burlington's right-of-way and uses both standard and narrow gage: a 2-6-2 on standard and either a 2-6-0 or 2-8-0 on narrow.

At Golden, Colo., the Colorado Railroad Museum of Bob Richardson has just opened the second season of its 3-foot-gage line. Its octogenarian Consolidation is about the oldest operating steamer left in this country.

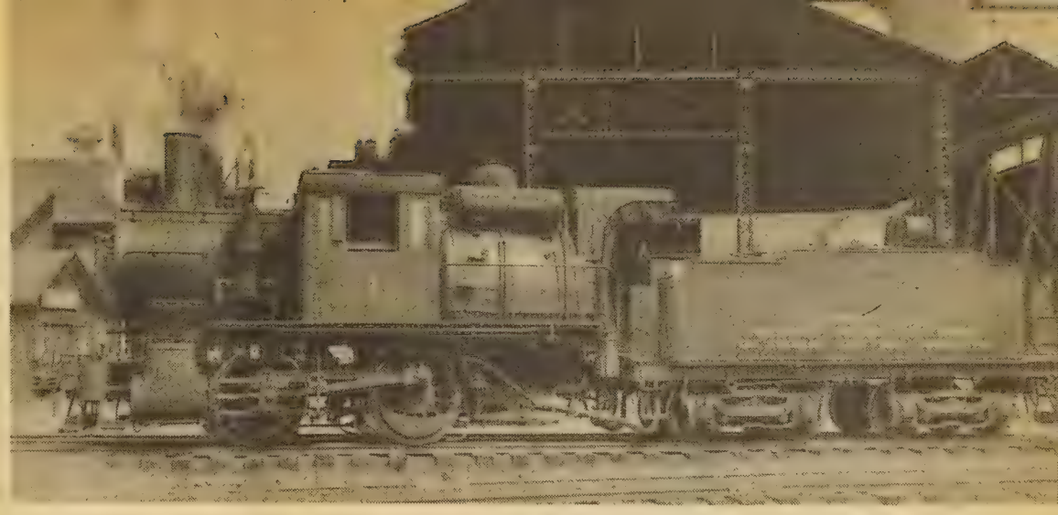
Colorado is even more famous for its Rio Grande narrow-gage Silverton-Durango branch, which still offers summer passenger service. This route operated with almost-capacity loads all season during the past few seasons, in spite of being remote from good roads, population centers, and connecting rail service. The Rio Grande's 3-foot-gage Mikes are now the largest group of active steamers left on any U.S. common carrier. The Silverton ride is the longest popular *regular* steam ride left in this country. It goes through rugged scenery.

Arizona is reportedly represented in the steam passenger parade with its White Mountain Scenic. This line owns no track but may operate over the Apache Ry. lines. It is proposed to run almost all year; ski trails as well as summer time pleasures are available. On the property are several old SP coaches, two Mikados from the Sierra Ry. and one from the Santa Maria Valley.

California has steam lines at Buena Vista and Anaheim. The former is the 3-footer at Knott's Berry Farm, which uses Consolidations. The amusement-park like line operates through an old-time village. At fabulous Disneyland the narrow-gage Santa Fe & Disneyland operates several almost-new 4-4-0's and an old sugarcane line rebuild, a 2-4-0.

Among other steam attractions are the Reading Rail Rambles, including one to Bound Brook and Hershey, Pa., on June 9th and one to Norristown, Hummelstown, and Hershey on June 15th. The Reading still has four 4-8-4's available. Its 2124, which pulled the earliest Rambles, is now on Blount's MS&N in New Hampshire. The Burlington and the Union Pacific also maintain operable steam power for fantrips.

Various individuals and groups of enthusiasts own several dozen more steamers that will run this year in various parts of the country. Unfortunately, several clubs have bought equipment with the idea of running it over the track of a common carrier. Such situations as a rule have been far from successful. A few actually began operations, only to close down because of difficulties. Some trouble has come from disagreement in splitting the revenue between the operating group and the common carrier, some from the opposition of railroad labor unions, and some from state laws dealing with size of crew. There have been some objections from residents along the way, and the ICC has refused to sanction the use of certain locomotives. Among the closed-down lines are the Black River & Western of New Jersey and the Mid-Continent Railway Museum of Wisconsin, while the Verona, South Park & Sunset at Banks, Ore., has been stymied repeatedly.



Colorado Fuel & Iron Corp. No. 4, a Camelback, ex-Reading 1187, built in 1903 by Burnham-Williams (Baldwin) was sold to Strasburg Railroad last November 8.
Collection of L. P. Cummings, Jr., 129 Nevins St., Lancaster, Pa.

Canada's steam outlook is bleak. Steam-hungry Canadians will have to cross their southern border to find what they crave. But a Hillcrest Lumber Co. Climax will pull a fan special along the shore of Lake Cowichan as a side trip for passengers on the *Caribou County Special* which will operate out of San Francisco from Aug. 23 to Sept. 4. And there *may* be a steam-fan run in Ontario this season.

The future promises some new lines, now partially built, such as one at Snoqualmie Falls, Wash.; the Puget Sound Railway Historical Society, with a 2-6-OT and a 2-6-6-2T; the Blackmount & Haverhill, with a 2-4-2T at Blackmount, N.H., and a line near Vineland, N.J., being rebuilt with 3-foot-gage rolling stock from Ireland. At Cass, W. Va., the state-owned Cass, Greenbrier, Cheat & Bald Knob is looking for someone to put up $200,000 to operate the line's Shays over some of the East's steepest track.

If you want this list to grow and continue, you should visit some of these lines and give any help you can. One fact is certain: you'll have fun if you do, and right now is a good time. ●

Engine No. 3 of the Pleasure Island & Western poses by the wicket gate of Gold Pan Gulch station at Wakefield, Mass. This loco originally hauled trains on the two-foot-gage Monson Railroad in Maine, later on the Edaville in Massachusetts.
Edgar T. Mead, 114 E. 90th Street, New York 28, N.Y.

While Reader RR. shop foreman inspects valves of No. 108, two kids pose for Dad's camera on divided footboard.
Harold K. Vollrath

The author, Engineer Martin, on the last day of Illinois Central RR. steam.

Harold K. Vollrath
Engr. Adams oils the running gear of No. 11, a freshly-painted oilburner.

An Illinois Central Hogger Rides the

READER RAILROAD

by John E. Martin

IT MAY SURPRISE some readers to learn that an Illinois Central diesel-locomotive engineer like myself gets a kick out of riding steam trains while off duty. Well, I do and so does my wife, the Mexican-born Estela. We are both railfans—steam fans, to be exact. That is why we traveled over the 23 scenic miles of the Reader, known as "The Possum Trot Line," in southwestern Arkansas. This line operates mixed trains with steam the year round. It's the only American railroad that does. I found a special joy in riding the cab of a Prairie-type steamer, No. 11, and how my hands itched to take over the throttle!

Watching trains go by has fascinated me ever since I could walk. I was born at West Point, Miss., where three railways crossed—the old Mobile & Ohio, the IC, and the Southern—about a mile north of town. I would amble up to the crossings, wait for a train to stop, climb aboard the engine, and ride her down to the station. My favorites were Rogers ten-wheelers, Nos. 212, 213, 218 and 219 on the M&O.

The day I began firing a steam switcher at Memphis on the IC payroll, August 11, 1941, was the happiest time of my life and I have been in engine service ever since. Diesel locomotives are nice, clean, and powerful, but my heart is still with the steamers.

Using the scoop on a hand-fired job was an art, down in the deck with your engine jouncing along the track at fast speed. You put your left foot on the air-valve pedal to open the butterfly door of the firebox just as you tossed in a scoop of coal. You threw it real hard so as to hit the thick scoop plate of the firebox and scatter the black diamonds level over the dancing flames. Then thick smoke would belch from the stack and the steam pressure would climb.

I fired many a huge stoker-equipped 2-8-4 and 4-8-2. Then in 1943 I moved over to the right-hand side. At first I bucked the engineers' extra board, but as time went on my seniority entitled me to work every day on the Memphis Terminal District. I liked the transfer jobs, hauling 100 cars, more or less, from one yard to another and delivering them to connecting lines.

Who could ever forget the Illinois Central Steam Age? I recall the busy Memphis roundhouse, full of action, machinists swarming over the locomotives, the hiss of steam, with blowers open and black smoke pouring from the short stacks atop the roundhouse stalls, and engines steaming and being made ready for night passenger runs or fast freight. Today, all this is gone, swallowed up by dieselization.

For the past ten years I've been spending my vacations in Mexico, where oilburners still send forth picturesque squirrel plumes of smoke and where I met the dark-eyed *señorita* who is now my wife. I married Estela, and ever since then we have been riding steam trains together, in Mexico and elsewhere, at every favorable opportunity. We live at 1249 Worthington Street in Memphis, Tennessee.

A short time ago I learned that the standard-gage, all-steam Reader Railroad, after toting freight for 38 years between Reader and Waterloo, Ark., had inaugurated passenger service last December 19th. That was good news. I contacted T. W. M. Long, the president and general manager, at Shreveport, La. He told me that mixed trains of The Possum Trot Line left Reader at 10:30 a.m. every Monday, Wednesday, and Friday and returned about 5 p.m., and he sent me a permit to ride the engine cab. Incidentally, in dealing with Mr. Long you wouldn't think of mentioning the word *diesel* any more than to Lucius Beebe himself.

The line has a freight connection with the Missouri Pacific but no passenger connection. So we drove there, my wife and I, over state highway 24, up and down hills and around many curves to the east end of Caney Creek bridge and then north on a gravel road for three miles to Reader.

Reader is a delightful village of 86 people nestled in the hills about midway between Prescott and Camden. The depot was freshly painted, and the station agent, Mrs. Sally Moseley, sold us two round-trip tickets. After seeing Estela into the coach in care of Conductor "Happy" Walker and Brakeman Connie Wheelington, I walked past several freight cars to the locomotive No. 11, a trim 2-6-2 oilburner, newly painted and striped.

Baldwin built this engine Feb. 2, 1925, shop No. 58194, for Caddo River Lumber Co., owner of the Caddo & Choctaw Railroad, from which the Reader people bought her about twenty years ago. She still has the old C&C

Engr. Martin and railfan wife, Estela.

Before leaving Waterloo for return trip, fireman checks ashpan, hogger oils up.
H.K. Vollrath (L&A train dispatcher), 2524 Meriwether Rd., Shreveport, La.

road number. Dimensions include 17x23" cylinders, 46" driving wheels, 200 pounds maximum boiler pressure but the safety valve is set at 180-185, and 23,100 pounds of tractive effort. No. 11 is in full service, alternating with No. 108. When not in working order she weighs 125,000 pounds.

After running a short distance away from the station, Engineer W. A. Adams tested the automatic air train brakes. Slowing down then after releasing the brakes, he pulled the reverse lever—the Johnson bar—up a few notches on the quadrant, and the train picked up a little speed on the winding track through a dense forest.

As we neared a road crossing, he sounded two long, one short, and a long blast of the whistle, which echoed through the deep woods. The barking of the steam exhaust was loud and sharp as we climbed a grade. We passed Dewoody Spur and Cummings Springs. At Dills Mill the crew switched out a car to be loaded with lumber, and at Anthony Switch other cars to be loaded with fence posts.

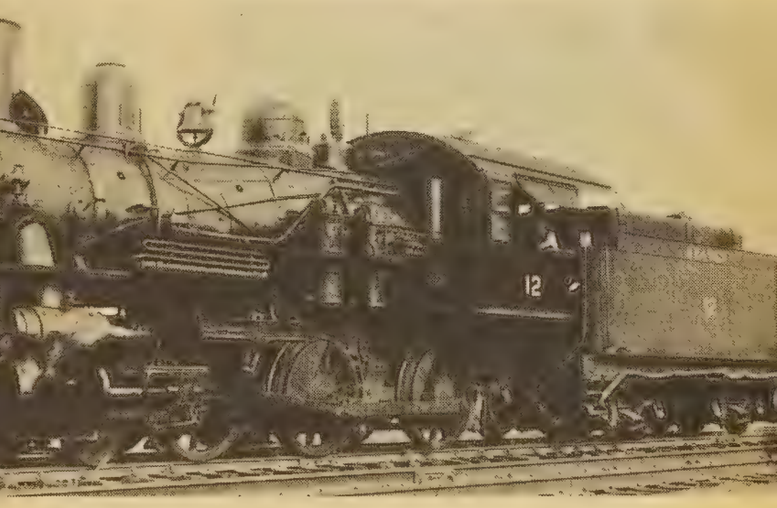
The communities along the line bear such names as Goose Ankle, Terrapin Neck, and Possum Trot. That last one gives the railroad its nickname and emblem. We must have chugged over 100 small bridges en route to Waterloo. From the train you can see large beaver dams. Beavers removing dirt from the roadbed of the track give the section men a bit of trouble.

After passing Ames, we reached Waterloo, the railroad's southern terminal. There the engine was uncoupled and turned around on the wye, and the crew "put on the feed-bag." Then they refueled her with oil. A strong cold wind was blowing as I boarded the coach to eat lunch with Alicia and chat with other passengers and the crew. The sumptuousness of the interior, a parlor car, amazed me. There were cozy, high-backed, swivel chairs, tables, smoking stands, and carpet on the floor.

We stayed at Waterloo about an hour and a half while the crew switched the Barry Asphalt Company refinery.

On our way back to Reader, the crew picked up the cars they had set out for loading. Climbing Dunwoody Hill was a challenge to our small locomotive. Fireman Turner fed more oil to the uncertain fire and more black smoke shot up from the stack. He threw a cup or two of sand through the hole of the firebox door to clean out the flues. Soon we had topped the summit and were moving faster on our way.

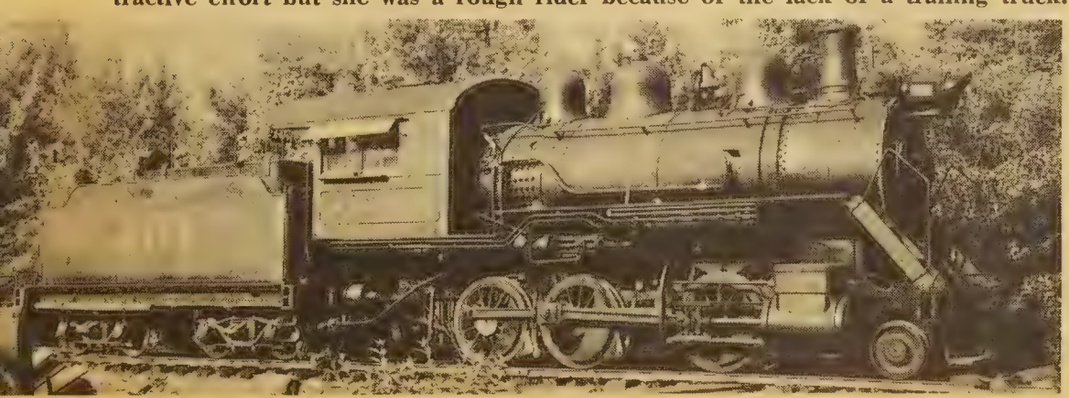
The sights, sounds, and smells of that trip were unforgetable. Deer and fawns leaping through the forest at our approach; birds, squirrels, and chipmunks in the trees; gorgeous butterflies and moths; the smell of hot oil and hiss of steam, the groaning air pumps, and the reverberation of exhaust as flashing side-rods turned the driving wheels. It was truly exciting. All too soon we returned to our starting point, Reader, but Estela and I have additional memories to share and talk over.



Although Reader No. 12, ex-Texas-Mexican, was photogenic, she has been scrapped.
Harold K. Vollrath

Harold K. Vollrath

Built by Schenectady for Cotton Belt in 1905, Reader No. 401 had considerable tractive effort but she was a rough rider because of the lack of a trailing truck.



Clear quiet Sunday after rainfall at the CRI&P depot in Chariton, Iowa.
Ed Wojtas, 2302 Ronald Dr., Champaign, Ill.

1 *Under what circumstances did Commodore Vanderbilt say, "The public be damned!"?*

He didn't. On October 8, 1882, his son William H. Vanderbilt, then president of the New York Central & Hudson River Railroad, was about to sit down to dinner in his private car on a Chicago siding when a reporter asked if the Central's new speedy train between New York and Chicago was profitable.

"No," said President Vanderbilt. "We run the limited only because we're forced to by the actions of the Pennsylvania Railroad."

"But don't you run it for the public benefit?" the news hawk persisted.

Vanderbilt snapped: "The public be damned! What does the public care for railroads except to get as much out of them as it can for as little consideration as possible?"

The reporter grinned as he rushed out to get the story in print. He knew it would cause a furor—and it did.

2 *Why does the California Western have an emblem picturing a skunk painted on its three one-car trains?*

Because each train, known as the *Skunk*, used to consist of a motor-car whose gasoline fumes smelled bad. Today one car is still gasoline-operated; the other two run with diesel fuel.

3 *Which is the world's oldest train?*

The *Flying Scotsman*, running for over a century between London and Edinburgh, 393 miles. Originally steam-powered by a 4-4-0, taking 10½ hours, it is now pulled by a 3300-hp Deltic, the largest and fastest diesel ever built for British Railways, non-stop in six hours. Prior to 1900 this train had no dining car but made a luncheon stop at York. Not until 1928 did it begin running non-stop between the two capitals. During its long history the *Scotsman* has had only two serious mishaps: an accident near Berwick in 1880 and wrecked by strikers near Cramlington in 1926. No passenger was killed. Two *Scotsmans*, going in opposite directions, are constantly in service.

Further details may be found in a new book, *The Flying Scotsman: 1862-1962*, by Hamilton Ellis, 63 pages, 5x7¾", ably written, well illustrated, $2, available from Sport Shelf, P.O. Box 634, New Rochelle, N.Y.

(Incidentally, the British steam locomotive named *Flying Scotsman* made her final official run last Jan. 14th, pulling the Leeds express out of King's Cross station, London, as far as Doncaster. On that run she was stoked by her new owner, A. Pegler, who is now stabling her in the Doncaster Works, where she was built, and is using her occasionally on fantrips.)

4 *How many diesel locomotives did Baldwin-Lima-Hamilton build?*

Some 3,347 of all types.

ASK BARBARA: **Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.**

5 *What is the Virginia Central?*

This switching road operates its one mile of track from an RF&P connection at Fredericksburg, Va., to West Fredericksburg for carload freight only, with two gasoline locomotives.

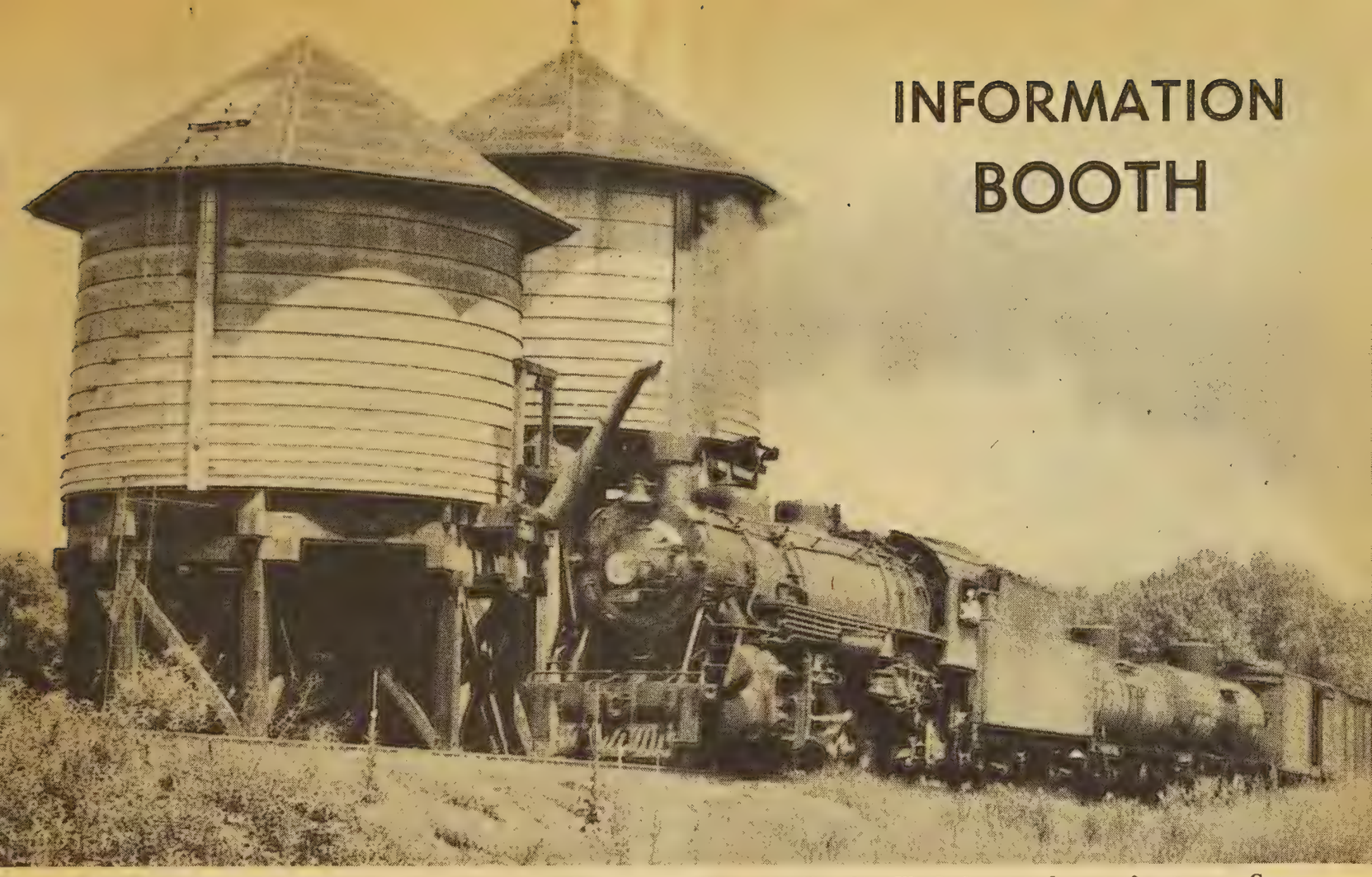
6 *Tell me the history of the* Blue Train *on South African Railways that Freeman Hubbard mentions briefly in his new book,* Great Trains of All Time. *Was it named for the French National's* Blue Train?

No. It is the successor to two name-trains, the *Union Limited* and *Union Express*, that ran between Johannesburg and Cape Town, one going in each direction, from Nov. 1923 to Oct. '39. When it went into service it introduced the South African's first air-conditioned coaches. This train has never been dieselized. Prior to 1953, the *Blue* and its predecessors were hauled by 4-8-2 steamers. Today modern 4-8-4 steamers wheel it from Klerksdorp to Beaufort West, the middle leg of its 856-mile run. The first and third legs are powered by electric locomotives. Maximum speed is 55 miles per hour over 3'6"-gage track. Total run, 25 hours.

On each run the crew consists of 23 persons, headed by the train manager, who corresponds to hotel manager. To

California Western's skunk emblem is painted on its one-car passenger trains.
C. Robinson, 1321 Kawana Springs, Santa Rosa, Calif.

INFORMATION BOOTH



The Louisville & Nashville watering station at Queen's Lake near New Memphis, Ill., had two tanks, one for storage. Gage on tank indicated water level. Freight train pulled by No. 1548, Class J-3, stopped to take on 10,000 gallons of water.
Louisville & Nashville Railroad photo by Grover Brinkman

start any South African passenger train the station operating staff gives the "all right" signal to the guard (brakeman) by means of a white flag by day or white light at night. The guard, in turn, gives the "right away" with a green flag or green light. When his train has cleared the station, the guard repeats his green signal to indicate there is adequate air-brake power.

From 1946 till he retired in '58, the late Matt Laurens was the *Blue's* train manager. A talented piano-accordianist, he entertained the passengers each night in the lounge car. These programs included music, jokes, community singing, and sometimes even concerts by noted opera and ballet stars. The average number of passengers on a run is 96. To ensure their comfort, the *Blue Train* is quite heavy, weighing about 710 tons as against 350 for ordinary South African passenger trains. Unlike nearly all American railroads, the SA operates its dining service at a profit.

7 *How many steam and diesel locos does Grand Trunk Western own?*

No steamers. Some time ago GTW, a Canadian National subsidiary, retired them all, scrapping or selling the lot. Fans own USRA-design Pacific 5629 and 2-8-2 No. 4070, also 4-8-4 No. 6323, and use them on occasional fantrips. Several ex-GTW 0-8-0's are switching a steel plant near Chicago. The GTW owns only 30 diesels but operates (or has assigned to it) 176 units, most of them leased from the parent road. Of the 30 owned units, 8 run on CNR's Canadian lines, 3 on the Central Vermont, and 19 on GTW.

8 *Some time ago PRR substituted two red lights for the usual three yellows as stop indication on position light signals. Why?*

Because the red lights provide a more distinctive and more conspicuous appearance to the stop and other restrictive aspects. So far, they have been installed only at "home" signals at interlocking stations and remote-controlled interlockings. They are not used in automatic block signals with the stop-and-proceed indications. Apparently no specific condition led to this change, according to John M. Prophet, 3rd, who supplied this information.

9 *Not since 1954 have Canadian National diesels 7843 to 7847 operated into Halifax, Nova Scotia, but why?*

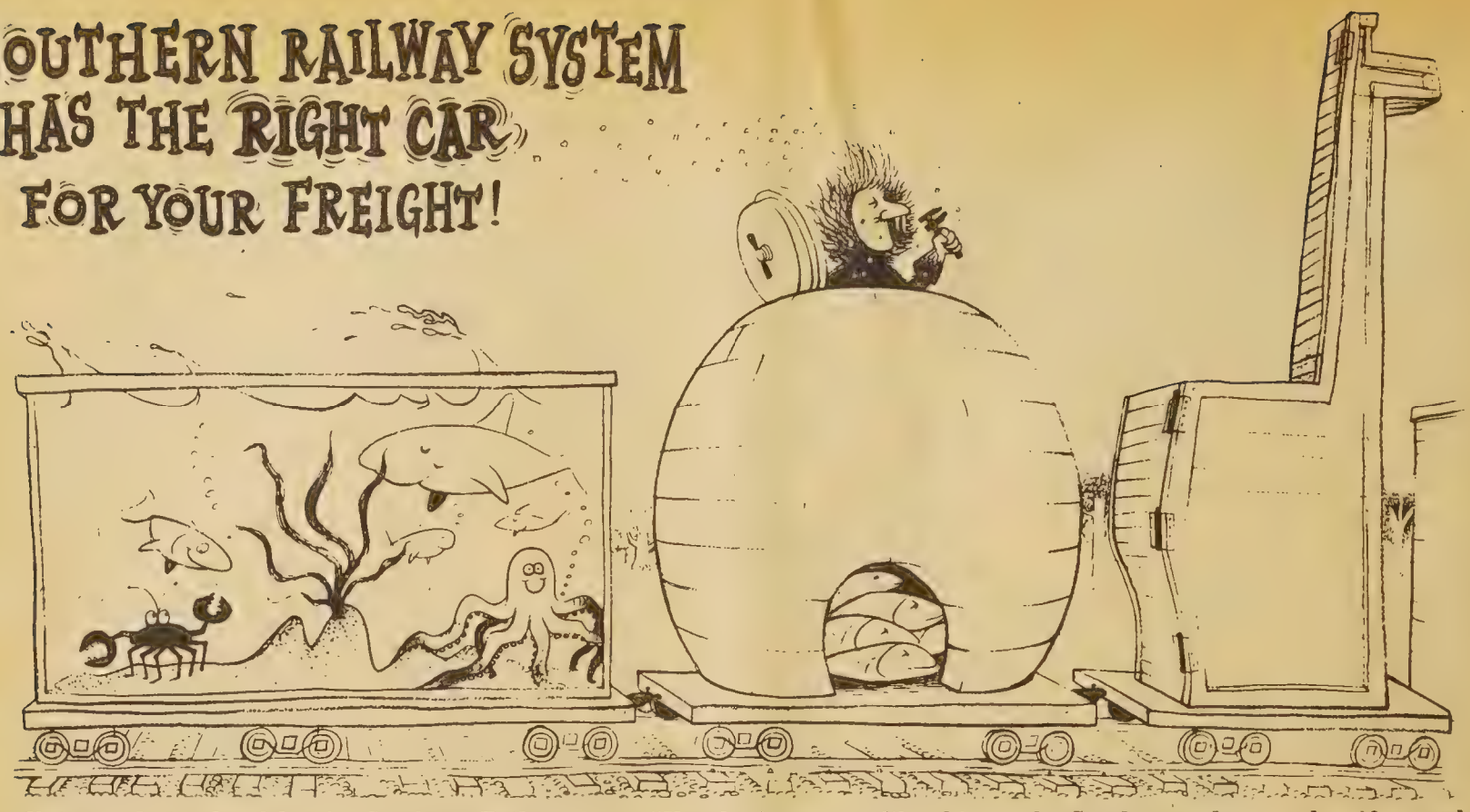
Montreal Locomotive Works, associated with Alco, built those 1600-hp road switchers in 1953. They were renumbered 1813-1817 in 1954 and renumbered again two years later, 3013-3017. Unit 3014 was destroyed in a wreck Feb. 18, 1960. The others are presently assigned, for maintainence purposes, to the running repair shop at Moncton, N.B., and no doubt often run into Halifax.

10 *What is the color scheme of Detroit, Toledo & Ironton diesels?*

Exterior is orange, except for black lettering, railings, side sills, walkways, air reservoirs, fuel tanks, underframe and parts, and trucks. DT&I monogram is black and white. Cab interior is green. Interiors of engine and steam generator compartments are gray.

11 *Is Moffat Tunnel in Colorado the world's longest railway tunnel?*

Far from it. The Moffat is only 6 miles, 373 yards. There are eight longer railway tunnels: the second Simplon, 12 miles, 559 yards; the first Simplon,



Unique ad circulated by the Southern Railway says: "Yes don't see cars like this on the Southern today . . . but if enough of our customers ever want them, we'll furnish them—just as we are supplying right now an ever-increasing number and variety of special-purpose freight cars *custom-designed* to meet specific shipping needs." The ad lists some of those cars.

12 miles, 537 yards; the Appenine, 11 miles, 892 yards; the Gotthard, 9 miles, 892 yards; the Loschberg, 9 miles, 140 yards; the Mount Cenis (Frejus), 8 miles, 855 yards; the Cascade, 7 miles, 1,397 yards; and the Arlberg, 6 miles, 650 yards.

All these are in Europe except the Great Northern's Cascade, in U.S.A. Incidentally, the tenth longest is the Shimizu in Japan, 6 miles, 50 yards, followed by tunnels in Norway, New Zealand, Switzerland, Austria, Italy, and so on. Canada's longest is 21st in the list, the Connaught, 5 miles, 39 yards, on the Canadian Pacific.

12 *I hear that Canadian National has a new system to classify its boxcars. Tell me about it.*

The system was adopted about a year ago for 60,000 CNR boxcars. It is not used in Newfoundland, Central Vermont, or Grand Trunk Western service. There are six grades: A. B, C, D, X, and Y. Each of the first four is marked by a lightweight metal disk 9″ in diameter, bearing the letter. Grade A cars are for sugar, flour, and other high-class commodities; B, general merchandise; C, grain; and D, rough freight. X cars are identified by a yellow X stencilled on the car; they carry special commodities in what is known as "captive' service. Y cars are identifiable only by their yellow doors; they transport paper between specified terminals.

13 *Will you print the words of "The Big Rock Candy Mountains"?*

Glad to oblige. This song about the hobo's paradise was written about 50 years ago by "Haywire Mac" (Harry K. McClintock), boomer switchman, fireman, trainman, banjo player, and wandering minstrel. Mac sang it thousands of times in crew rooms, saloons, dance halls, hobo jungles, and on the radio.

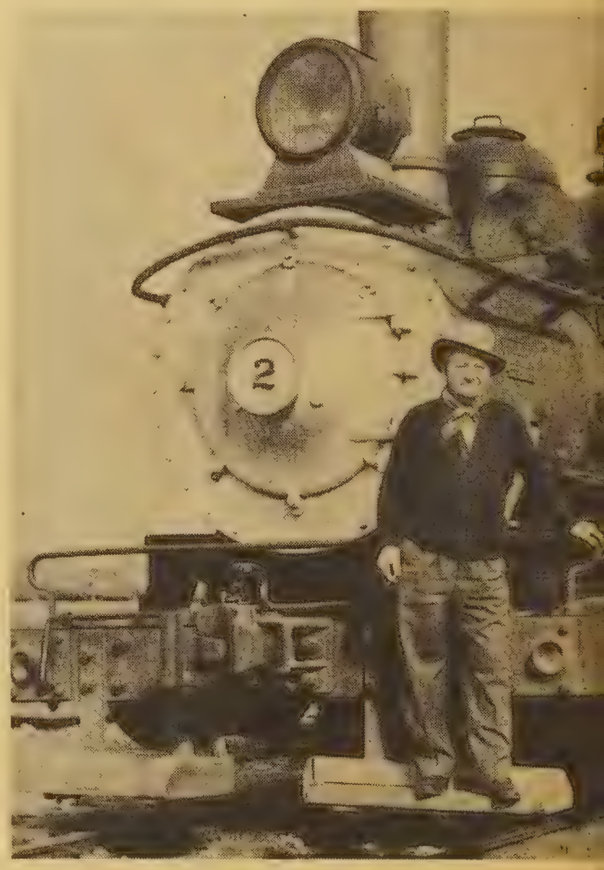
He also wrote true tales and fiction stories for *Railroad Magazine,* mostly based on his own experiences. Mac was one of the most colorful railroad characters of all time. We are proud to have met him the day he visited our office. His last story, "Boomers and Their Women," appeared in our Dec. '57 issue a few weeks after his death. We published his obituary under the title, "He's Gone to the Big Rock Candy Mountains."

Mac summed up his philosophy thus: "Me, I don't believe in being frustrated. Drain your glass to the bottom, I say. Better do that than decide later on, too late, that life has passed you by. . . . I am getting along in years now but I have no regrets. When the time comes for me to say good-bye to it all I will quit the game as a winner.

"Life put on quite a show for me. But now the show is ending, the lights are growing dim. Out in my back yard at San Francisco, somewhere between the crimson ramblers and hollyhocks, there waits an Old Man With a Scythe. Some day ere long he is going to tap my shoulder and say, 'Come with me, Mac!' And when he does I will follow him into the everlasting shadows, leaving behind me all the bright golden memories."

There are several versions of the song that made him famous, but the following is our favorite:

One evening as the sun went down
And the jungle fire was burning,
Down the track came a hobo hiking
And he said: "Boys, I'm not turning;



Harry K. McClintock as a switchman on Outer Harbor Terminal Railway.

I'm headed for a land that's far away,
Beside the crystal fountains.
So come with me; we'll go and see
The Big Rock Candy Mountains."

In the Big Rock Candy Mountains,
That's a land that's fair and bright
And the handouts grow on bushes
And you sleep out every night;
Where the boxcars all are empty
And the sun shines every day;
Where there's the birds and the bees
And the cigarette trees;
Where the lemonade springs
And the blue bird sings
In the Big Rock Candy Mountains.

In the Big Rock Candy Mountains
All the cops have wooden legs,
The bulldogs have rubber teeth
And the hens lay soft-boiled eggs;
Where the farmers' trees are full of fruit,
And the barns are full of hay.
Oh, a lake of stew
And whisky, too,
You can paddle around
In a big canoe
In the Big Rock Candy Mountains.

In the Big Rock Candy Mountains
All the jails are made of tin
And you can walk right out again
Just as soon as you are in;
Where there ain't no short-handled shovels,
Nor axes, saws nor picks;
Where they hung the Turk
That invented work
In the Big Rock Candy Mountains.

In the Big Rock Candy Mountains
You never change your sox
And the little streams of alcohol
Come trickling down the rocks.
Where the brakemen have to tip their hats,
And the railroad bulls are blind
Oh, I'm bound to go,
Where there ain't no snow,
Where the rain don't fall
And the wind don't blow—
In the Big Rock Candy Mountains.

14 *Inscription on a monument on the M-K-T right-of-way near Eddy, Texas, says only that a construction train wreck in Feb. '82 killed Major W. D. Washburn, Chief Engineer, and three people named Stoll. How did it happen?*

While rails were being laid, a construction outfit was located near Deer Creek, not far from where the marker stands today. On Feb. 8, 1882, Major Washburn went to Marvin (now Eddy) for supplies, with a contractor, M. W. Stoll, his wife, son George, and a Negro who helped to run the hand-car they rode on. Returning at dusk, they saw the oncoming headlight of an engine on the same track pushing a string of flatcars, but thought they could make a siding before the train reached them. They couldn't. All four white people perished; the Negro jumped to safety. Brooding over that accident, T. B. Scott, the work-train conductor, lost a finger in a link-and-pin coupling a few days later. (Info. and pic from Avery F. von Blon, Jr., Box 6422, BU Station, Waco, Texas.)

Running Extra

"I am writing an article on the Colorado RR., which connected Pueblo with Stone City," says Kent Stephens, Rte. 2, Box 228s, Chico, Calif., "and want info. on its steam locos, also pix. From which interurban line did it buy trolley freight motor No. 1?"

Wanted by Geo. Fizer, Oakland, Md., history of Santa Fe's 2-10-10-2 No. 3000, at one time supposed to have been the world's largest engine.

Also, he asks how many railroads cross an automobile bridge and a creek at the same time, like the B&O does above M&K Jct. on Cumberland Division's Cranberry grade. That stone bridge carries 3 tracks across the creek. The automobile bridge was hung by cables. Due to increased weight of autos, it is now supported from beneath, although the cables are still there. Both bridges are in use.

A friend of Mrs. E. R. Vetter, 314 Hillwood Dr., Toledo 3, Ohio, has a bell on which is engraved "Ketner's Creek—WRR. Killed July 2, 1892: G. D. Sharey, F. Mabrey, C. F. Wilcox, G. Helm." Who can explain?

An unsigned card asks: "Is there a railroad in Puerto Rico, Guam, or any other American possession?" Yes, Panama RR., 5′ gage, 51 miles, in Canal Zone, and Ponce & Guayama, 3′ 3¼″ gage, 31 miles, in Puerto Rico.

Thanks, E. Harper Charlton, 4503 Claycut Rd., Baton Rouge 6, La., for offering to supply us with specific data on carbuilders in U.S. or elsewhere. We'll keep that in mind when a suitable query comes up.

Poem in Feb. '63 *Railroad,* page 32, was written by Maurice J. Ronayne and originally titled "Abandonment" (not to be confused with "Abandoned," by Olin Lyman), according to George Beater, P.O. Box 3162, Buckhorn Station, Mesa, Ariz. Our correspondent points out also that the famous golden spike of 1869 was driven at Promontory, Utah, not Promontory Point as some people say.

A query as to the way whereby night signals would be given to stop a train is answered as follows by Donald S. Robinson, Boston & Maine train dispatcher, 408 Davis St., Greenfield, Mass:.

"The flagstop signal can be given in several ways, usually depending on the number of trains with scheduled flagstops at a station. If given only occasionally it would likely be done with a hand-held pair of lanterns, one white and one green. Some roads formerly used a single lantern with a globe which was half green and half white, but these are now obsolete.

Santa Fe's "hi-level" *El Capitan* is rounding curve on Cajon Pass grade in California en route to Chicago.
Don Erb, Santa Fe Railway

Unusual B&O bridge, M&K Jct., Md.
George Fizer, Box 267, Oakland, Md.

Looks like the real thing. C. A. Cunningham, Northern Pacific engineer, 1114 21st Street, S. E., Auburn, Wash., is so fond of steam locomotives that he built this 35-inch model. He began railroading in 1912, retired April 30, '63.

"At stations where a considerable number of trains had flagstops, some fixture usually was provided for displaying lanterns. This may have been merely a piece of pipe jutting out horizontally from the building's front wall and bearing a pair of hooks from which lanterns could be hung.

"Other stations provided a special fixed signal, a mast at the top of which was a board, painted half green and half white and rotated horizontally by means of a length of pipe. The lanterns would be hoisted by chains to the under side of the board. When the board was turned parallel to the track, shields hid the lanterns from the view of trains. The stop signal was given by turning the board at a right angle to the track, whereupon the lanterns would become visible to the approaching train.

"On some signals the board could be turned either way from the center."

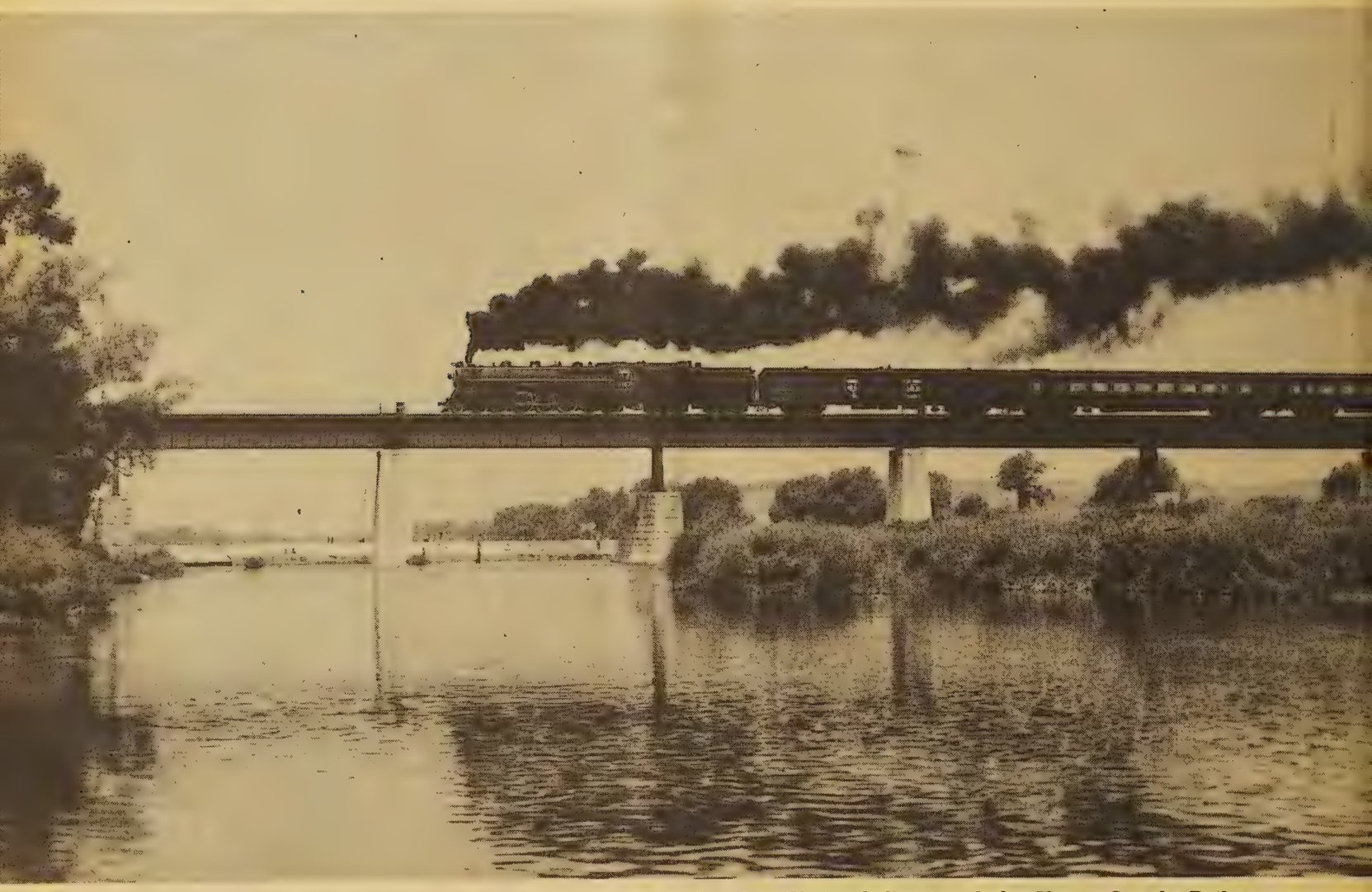
Answering a query, the only fairly recent Shay on the Western Maryland roster was No. 6 (Lima, 1945), according to Bill Jernstrom, 822 Pelham Dr., Fort Wayne, Ind. Her last run was made Aug. 30, 1953, eastbound with caboose to Baltimore; is now in B&O Museum.

For use in a book he is writing, Adolf Gutohrlein, 4945 Deeboyar Ave., Lakewood, Calif., wants info. and pix on these railways: Feather River, Yreka Western, Pickering Lumber, Santa Maria Valley, Ventura County, Mojave Northern, Kaiser Steel, and Brookings, all in California.

"Here is an old poem, *The Operator's Prayer,*" writes F. W. Ober (veteran T&NO telegrapher), 3718 Drake, Houston 5, Texas. "My father, also a telegrapher, clipped it from a newspaper in 1886. It was signed 'W. R. D.'."

When the circuit of years is broken
And the local of life grows weak,
May we find a haven of peace
In the office all operators seek.
When the crosses of earth fade away
And the grounds and escapes are no more,
May we not be afraid to report to our Chief
When we cut in on Eternity's shore.

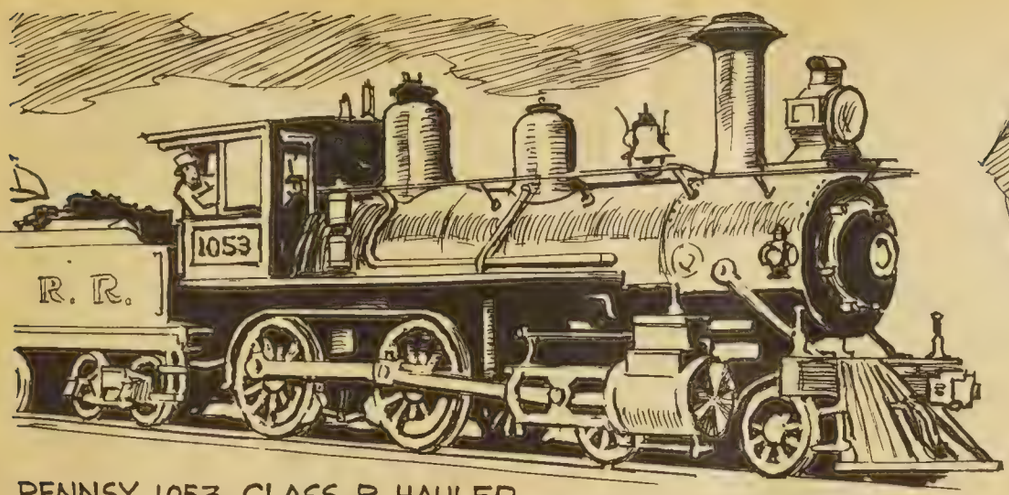
When the ledger of life has been closed
And life's balance sheet handed in,
Pray God that no error be found
In the auditor's column of sin.
When the fatal death message is sent
And Jesus calls on us to say
How the office he gave us was managed,
May our answer in truth be OK.



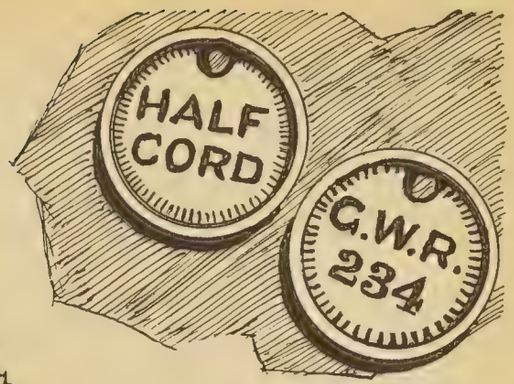
Observe two smoke rings high above the baggage car on this Canadian National fantrip of the Upper Canada Railway Society as 4-8-4 No. 6167 hauls train across Grand River at Caledonia, Ont., on picturesque run from Toronto to Niagara Falls.
Jim Brown, 360 Manor Road E., Toronto, Ont., Canada

ALONG THE IRON PIKE

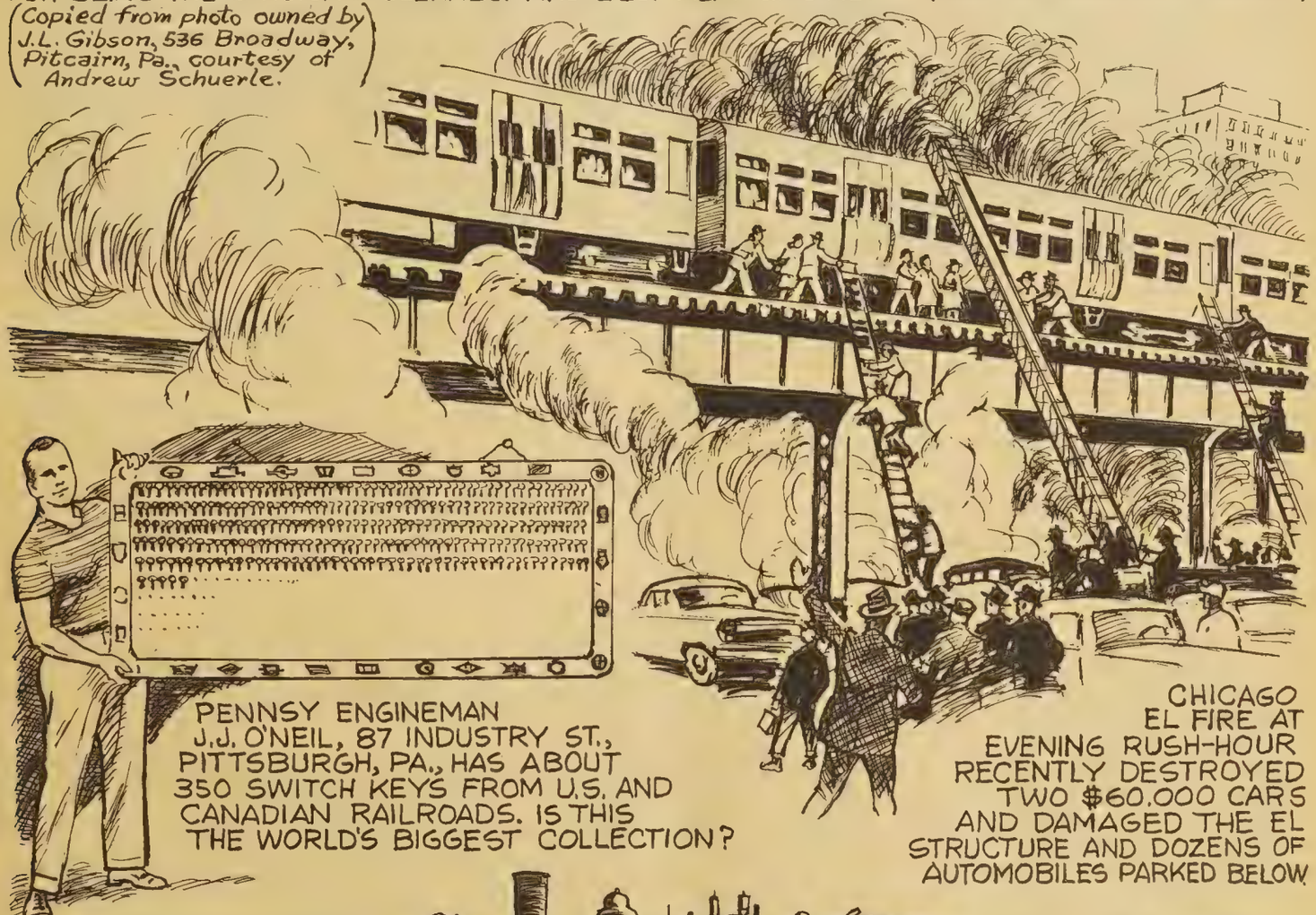
by Joe Easley



PENNSY 1053, CLASS R, HAULED PAY CAR AND SUPERINTENDENT'S SPECIAL BETWEEN PITTSBURGH AND ALTOONA, 1903-'09, AND WON THREE PRIZES FOR BEING THE DIVISION'S CLEANEST AND BEST-KEPT ENGINE. (Copied from photo owned by J.L. Gibson, 536 Broadway, Pitcairn, Pa., courtesy of Andrew Schuerle.)

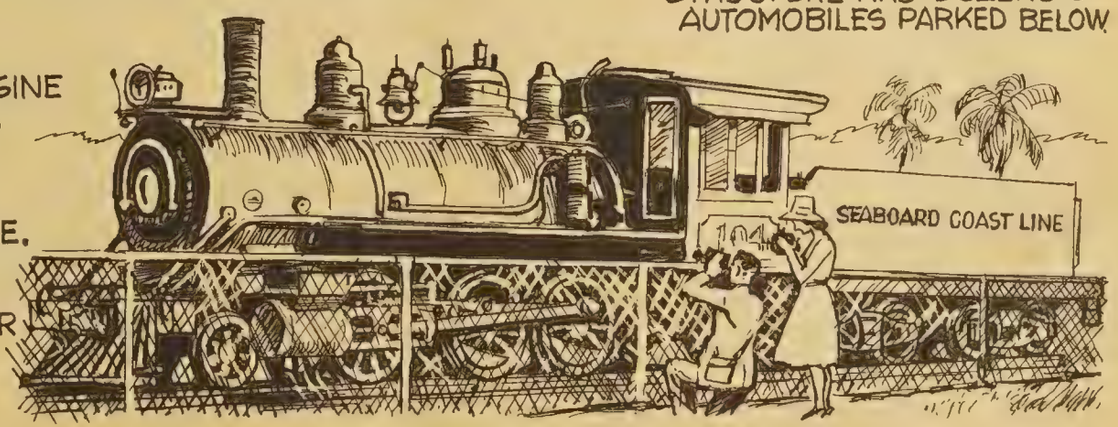


EXACT SIZE OF METAL TOKENS USED TO PAY FOR FUEL OF WOODBURNING LOCOMOTIVE 234, GREAT WESTERN RY. OF CANADA. (Now owned by C.W. Anderson, Box 832, Sussex, N.B., Canada.)



PENNSY ENGINEMAN J.J. O'NEIL, 87 INDUSTRY ST., PITTSBURGH, PA., HAS ABOUT 350 SWITCH KEYS FROM U.S. AND CANADIAN RAILROADS. IS THIS THE WORLD'S BIGGEST COLLECTION?

CHICAGO EL FIRE AT EVENING RUSH-HOUR RECENTLY DESTROYED TWO $60,000 CARS AND DAMAGED THE EL STRUCTURE AND DOZENS OF AUTOMOBILES PARKED BELOW



BALDWIN ENGINE AT LEESBURG, FLA., HIGHWAY 27, DISPLAYED JOINTLY BY SEABOARD AND ATLANTIC COAST LINE. NAME ON TENDER IS THE ONE SUGGESTED FOR PROPOSED MERGER OF THE TWO ROADS. (L.C. Harlow, 5901 Paul St., Alexandria, Va.)

STEAM IN LOUISIANA

by Wilbur T. Golson

Engine smoke in the sky. A train is bringing loads of sugarcane into the yards of the 30-inch-gage Westfield Railroad at Paincourtville. Note that the track is strewn with bits of cane while the four-wheeled car at the left is filled with it.

All photos on these two pages by the author, 9124 San Lo Drive, Baton Rouge, La.

NEXT time you go to Louisiana, visit the 30″-gage Westfield Railroad at Paincourtville, in the southeastern part of the state, where engine smoke floats above the trains of sugarcane. It's probably the only plantation road in America still using steam power. Built in 1888 by the Westfield factory of Dugas & LeBlanc Ltd., it formerly extended 26 miles from the plantation store to Plattenville and Napoleonville. Prior to the coming of gravel roads and automobiles, it hauled men and supplies as well as cane from fields to mill.

Today, barely four miles remain, winding from the mill yards to the field loading platforms. At one point the midget line crosses the standard-gage Texas & Pacific without gates or signals, the only warning system being the steamer's whistle and the T&P diesel's air horn. Apparently the first train to reach the crossing has the right of way. The Westfield has never had a real wreck but Engineer Felix Marquette could tell you of mighty close calls.

There are two Porter steamers. The 0-6-2T No. 1, built in 1897, handles the switching, weighing, and sorting while 0-4-4T No. 3, built in 1908, is on stand-by for a newly-acquired diesel road engine. The diesel, No. 2255, is a Davenport with an odd 2-4-0 wheel arrangement. Cat-powered, she has a pony truck and four powered main wheels, chains between the axles, and gears to the engine-power real axle.

Westfield had two previous steamers: No. 2, 0-6-2T (Porter, '98), sold to a Lafayette, La., scrap firm which recently resold her for passenger use in an Ohio park, and the 4-spot, 0-4-4T (Vulcan, 1908), scrapped a few years ago. The roster includes over 150 cars, all Bodley four-wheelers with link-and-pin coupler, although the "Lincoln pin" was outlawed long ago on common-carrier roads.

Long before daylight a road engine, either the diesel or 3-spot, begins bringing the loaded cars into the yards. She makes three or four trips daily with a total of 30 to 40 cars. Each car carries 6400 pounds of cane. A normal grinding season in November and December requires about 500 carloads. From noon each day until well after midnight the 0-6-2T switcher sorts and weighs the cars and pushes them to the mill's hungry mouth. Often No. 3 helps her.

You might describe Westfield as "the line that time forgot." Neither cars nor engines have brakes, and stops are made by quick reversing of the Johnson bar. While weighing cars and spotting them on the scale, the hogger is busy indeed. The president, Felix H. Savoie, Sr., is proud of his road's steam locomotives and has no plans for scrapping them in the near future. He says that even if he should want to, Old Man Marquette wouldn't permit it.

Marquette is a privileged character with over 50 years of service on the Westfield as fireman, engineer, hostler, and master mechanic. He'll tell you about the time he was fired and ordered to "go home" but replied: "Boss, you go home. I got work to do." He is now running the diesel. We asked if he missed the steamers.

"Sure do," he said, "but at my age the ease of operating the diesel with its closed butane-heated cab sold me on modern railroadin'."

Next on the enginemen's seniority list is Walter Blanchard, who handles the 0-6-2T switcher. Walt got his chance when Engineer Louis Alleman left one day, during off season years ago, to work in the rich oil fields. Later, Lou came back to the Westfield. He and Walt share the chores of switching, firing, and keeping them rolling toward the mill.

Paincourtville and the Westfield plantation, in the heart of a vast sugarcane empire, are situated on the banks of Bayou Lafourche, which used to

Engr. Felix Marquette on rear footboard of the road's Davenport diesel.

With Louis Alleman firing for Marquette, 0-4-4T crosses Texas & Pacific line.

connect with the Mississippi River but is now damned as a flood-control measure. Time was when stern-wheel steamboats plied that bayou, hauling the factory's output to processing plants and consumers. Those same boats brought in heavy machinery for the mill and even locomotives and rails for the railroad. But that was many years ago.

Back in those days narrow-gage steam engines worked at Lulu, Catherine, Cora Texas, Poplar Grove, McCall, and other plantations, but today Westfield operates the only steam power left in that part of the country. Lulu plantation, within sight of Westfield, uses 3-foot-gage diesels.

The Westfield uses link-and-pin couplers, outlawed long ago for common carriers.

President Savoie told us how, in the past, eager school children made regular pilgrimages to his railroad on weekends to ride the "puffers." Today most of the visitors are railfans with cameras and tape-recorders. Some pace the train; others set up their equipment along the line and await their chances. The agreeable hogger spots her, belches smoke, and blows his whistle at the right time and place. Walt Blanchard often keeps the visitors posted on special moves, trips, and the arrival of the road engine and train.

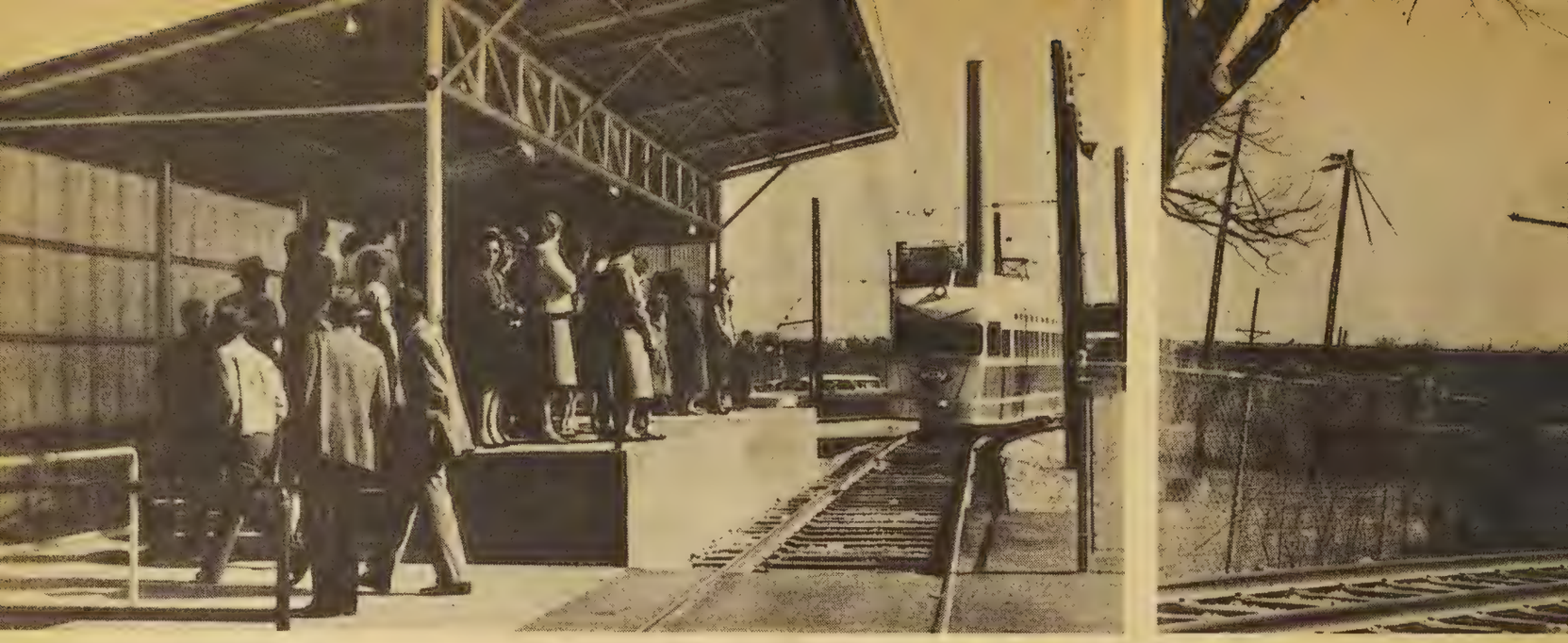
For movie addicts they sometimes make a flying switch. This is slightly dangerous. With old Felix Marquette at the throttle, Walt posts himself at the switch-stand while Lou rides the rear end to pull the pin. Movie cameras grind away. The little tea kettle is wide open, the smoke is thick, and hot cinders, often tongues of fire, shoot skyward. Just enough slack is given to let lou pull the pin. Then another blast of stack music gets the engine out of the way of the rolling car. The switch is thrown quickly, and in she goes. On rare occasions the big hook, which is a rubber-tired truck with a handy A frame, has to clean up the mess.

After you tire of watching the fun, Walt calls over, "How'd you like to ride a while?" What a question! You climb exultantly into the left seat. Besides running the engine, Walt fires her—unless a railfan beats him to it!

No. 1 has an odd throttle—a rotary valve with a handle where the wheel would be. The throttle in the steam dry dome wore out. Repeated fixing resulted in failure, so they worked out the unique arrangement. Steam is taken from the back dome, which is in the cab, through the valve throttle, and then by insulated pipe to the smokebox and finally to the cylinders. The little engines lack a water-level glass; the three tri-cocks provide checks on the water level, as in years past. The 3-spot, Marquette's pet, has the regular throttle to meet his master touch.

As coal and water are carried on the engine's rear, frequent trips are made to the roundhouse—in Westfield's case, a square house—to refuel the old goats, to lubricate them, and to get a spot of hot, strong, French bayou coffee.

Porter 0-6-2T, with Engr. Walter Blanchard, pushes loads of cane to the scale.



Three views of the South's first subway, Fort Worth, Texas, linking Leonard's Department Store with a parking lot. It was opened to the public Feb. 15, 1963.

Steve Maguire's

TRANSIT TOPICS

SINCE our 1958 listing of rapid transit and trolley operations left in North America, the total number has been cut sharply. There are still many such lines, with vast trackage, and others will be built (soon, we hope). As for the vast, sprawling, overpopulated Los Angeles area, where a transportation system is needed badly, the prospects are so hopelessly messed up with state and local financing problems that it's hard to believe the befuddled residents really want good mass transit to relieve the choked freeways.

Steve Maguire

Our continent's last true interurban line was wiped out January 21st by abandonment of the once-flourishing Chicago North Shore & Milwaukee.

Local operation is different. The streetcar fighting its way through dense traffic in these days of automobiles and shopping areas is seriously handicapped. The bus cannot match it for passenger comfort but admittedly costs less to run. So costs are cut, regardless of comfort.

Following are the North American lines still being operated by trolleys and rapid transit. (F) means freight only. (R) signifies transit lines using trolleys. Numerals indicate miles of track. At the end is a list of operating trolley museums in U.S. A. (There are none in Canada, Cuba, or Mexico.) These museums exhibit and run many types of electric cars, but in most cases the operation is limited to week-ends and holidays, due to the small number of members qualified to run the cars.

CALIFORNIA: Municipal Ry. of San Francisco, 80.
ILLINOIS and INDIANA: Chicago South Shore & South Bend, Michigan City, Ind., 170; Chicago Transit Authority, Chicago, Ill., 220.
INDIANA: Twin Branch RR. at Mishewaka, 3.
IOWA: Charles City Western, 26 (F); Iowa Terminal RR., Mason City, 21 (F); Southern Iowa Ry, Centerville, 8 (F).
KANSAS: Hutchinson & Northern, 16 (F); Kansas City—Kansas & Western Belt.
LOUISIANA: New Orleans Public Service, 26.
MARYLAND: Baltimore Transit Co., 50.
MASSACHUSETTS: Metropolitan Transit Authority, Boston 150.
MISSOURI: St. Louis Public Service, 10.
NEW YORK: N. Y. City Transit Authority, 600; Port Authority Trans Hudson Corp., 21; Staten Island Rapid Transit, St. George, S.I., 29; South Brooklyn Ry., 12 (F); Niagara Junction (F), 44.
NEW JERSEY: Public Coordinated Transport, Newark, 9.
OHIO: Shaker Heights Rapid Transit, 26; Columbia Park & Southwestern Ry., 1½; Cleveland Rapid Transit System, 30.
PENNSYLVANIA: Philadelphia Suburban Transportation Co., Llanerch, 59; Phila. Transportation Co., 250; Pittsburgh Rys., 325.
TEXAS: El Paso City Lines, 16; Leonard's Department Store, Fort Worth, (R); Texas Transportation Co., San Antonio, 2 (F).
WASHINGTON: Yakima Valley Transportation Co., Yakima, 28 (F)
WISCONSIN: City of East Troy, 7 (F); Wisconsin Electric Power, Lakeside, 6 (F).
PARTS of various Class 1 roads are electrified, including Butte, Anaconda & Pacific (F), 109; Milwaukee Road (F), 928; E-L, 158; IC, 130; Kan. & Mo. Term.; LIRR, 256; NYC, 358; NY Conn., 20; NH, 545; Pennsy, 2252; Rdg., 200.

North America Outside U. S.

CANADA: Ontario—Cornwall Street Railway, Light & Power Co., 8 (F); London & Port Stanley, London, 3 (F); Oshawa Railway, 12 (F); Toronto Transportation Commission, 222; British Columbia—B.C. Hydro & Power Authority (F), 3.
CUBA: North Havana Division of Cuban National Railways, 72.
MEXICO: Co-Operative de Transportes U. & S., Vera Cruz, 20; Servico de Transportes Elec., Mexico City, 100; Sociedad Co-Operative de Transportes, Tampico, 16; Chihuahua—F.C. Industrial el Potosi, 17.
COSTA RICA: F.C. Electrico al Pacifico, 81.
HAITI: Cie des C.F. de la Plaine du Cul-de-Sac.

U. S. Trolley Museums

CALIFORNIA: Orange Empire Traction, Perris, 1.
CONNECTICUT: Branford Electric Railway Association, East Haven, 2; Connecticut Valley Electric, Warehouse Point, 2.
MAINE: Seashore Electric Ry., Kennebunkport, 2.
OHIO: Central Electric Railfans Association, Worthington, 1.
OREGON: Glendale—Ore. Elec. Ry. Hist. Soc., 1800 ft.
PENNSYLVANIA: Arden Railway Museum, Washington, 1; Railroads to Yesterday, Inc., Rockhill Furnace, Pa., ½.

NEWEST traction line in North America was completed February 11th by Leonard's Department Store, Fort Worth, Texas, with a "golden spike" ceremony. This 1.75-mile line runs from the store through a tunnel and out to a large parking area on the Trinity River. First official trip was made on Lincoln's birthday. Regular operation began on the 15th; all rides are free.

The line uses five trolleys from District of Columbia Transit, converted to double-enders carrying pantographs and painted blue and white. With rail operation begun, a bus line on that route was discontinued. Jim Cumbrie, of Dallas, who sent us this news, objects to our saying the new line is in the South. "We Texans," he writes, "believe we are in the Southwest, not the South."

NEW ORLEANS may lose its famous Canal Street trolley line, one of the city's last two streetcar routes, laments O. A. Goessel, 6959 Canal Blvd., New Orleans, La. Several years ago the company asked for permission to convert the busy downtown line to buses but did not pursue the matter at that time. Now there are plans to build an Exposition Hall at the foot of Canal Street, where the trolleys loop. New Orleans Public Service officials feel it would cost too much to relocate the loops and they do not want a stub-end terminal there.

No plans have been made for converting the St. Charles trolley route, and the remodeling of old cars continues at a fast pace. Windows on the cars rebuilt most recently give standees as good a view as seated riders, since upper and lower sills are standard size.

ONE way to salvage obsolete streetcars consists of two cars, minus wheels, placed side by side and remodeled into the Trolley Cafe that stands on Main

Street in Cromwell, Minn. In 1901 the Duluth-Superior Transit Co. bought the two-man cars, Nos. 151 and 158, from St. Louis Carbuilding Co., and ran them for about 30 years mostly between Duluth, Minn., and Superior, Wis. At length one-man trolleys were found cheaper to operate, so the transit company discarder these two. In 1932 Iver Oahlquit bought them and converted them into the cafe pictured on page 41.

A DISPUTE over the proposed rapid transit line from Philadelphia, Pa., through Camden to Kirkwood, N.J., has been compromised to the satisfaction of Camden residents. They had objected to using the P-RSL trackage, which runs through Camden on an embankment, claiming it would give the city a "Chinese wall." The new plan retains the original routing through downtown Camden but would remove part of the wall and reroute Pennsy freight trains from the old line. A portion of the North-South Freeway will be relocated to run beside the tracks.

PHILADELPHIA City Planning Commission, in its latest report, recommends closing the busy downtown shopping area along Chestnut to all normal highway traffic and creating a pedestrian mall. The latter would include a trolley line to shuttle between the expressways and the Delaware and Schuylkill rivers, where parking garages are located.

NINETY new rapid transit cars have been delivered to the Boston Metropolitan Transit Authority for use on the Cambridge-Dorchester line, reports Robert Stanley, 19 Hamlin Ave., Medford 55, Mass. These cars, costing more than $10 million, replace equipment nearly 50 years old. MTA also plans to extend the Forest Hills-Everett line via Boston & Maine tracks to Somerville, Medford, Malden, Melrose, Wakefield, and on to Reading, Mass. Other plans call for extensions south to Westwood and Quincy, and from Revere to Route 107.

ANSWER to a query raised by Joe Easley in *Along the Iron Pike* (April) comes from E. Harper Charlton, 4503 Claycut Rd., Baton Rouge 6, La. The first commercial electric streetcar line was opened May 12, 1881, in Berlin, Germany. Engineered by Siemens & Halske for third rail, it was later converted to overhead trolley operation. America's first such line went into service July 27, 1884, at Cleveland, Ohio: a Bentley & Knight installation using conduit current collection. Two miles long, it lasted only a year or two. The first electric trolley *system* (more than a single line) was opened at Montgomery, Ala., in March, 1886. Its cars used a "troller" collector on overhead wire, later replaced by a trolley pole. The system closed down March 6, 1936.

Mr. Charlton is writing a book on early trolley installations.

BUSSIFICATION of all trackless-trolley routes left in Atlanta next September 30th is likely to doom the Davis Street electric loco now used by Georgia Power Co. around its heating plant, reports Alton Lanier, 2672 Green Meadows Lane, Atlanta 19, Ga.

STATEN ISLAND RAPID TRANSIT remains very short of cars since the fire in its car shops destroyed six last year, reports C. R. Huff, 143 Revere St., Staten Island 1, N. Y. When four cars are red-tagged, there aren't enough left to run the service between St. George and Tottenville.

ARGENTINE trolley lines are being abandoned wholesale, laments Arnold Irvine Reid, Defensa 665, Buenos Aires, Argentina. At least four of the country's nine remaining trolley systems have folded up. Last October the large Cordoba system with 130 trolleys on 16 routes abruptly stopped operating, due to lack of money. Motormen pulling their cars into the barn were told they were finished, although some are now running the city's buses.

The Buenos Aires & Quilmes system that ran freight cars hauling beer from a brewery for 12 miles to Buenos Aires changed over to trucks after its power plant burned. Argentina's last Birney car lines have gone. These ran at Parana and Concordia, both operated by the Argentine Government. The reasons given for ending rail service were lack of parts, an operating deficit, and street-paving plans. Abandonment of Concordia's Birney system recalls that it went back into operation a few years ago by displacing buses which had previously superceded the Concordia trolleys. And Rosario's streetcar system, 300 cars, 36 routes, is being bussed.

Buenos Aires has almost completed bussification of its entire trolley system; 1000 new buses were bought from firms in Brazil, England, and Germany to replace the 1200 trolleys. Two rail lines are left running indefinitely in nearby Lanus, where dirt streets are too rough for buses.

The day after last Christmas, the Belgrano district of Buenos Aires held a farewell parade to mark the debacle. In line were an old horsecar and two trolleys, both decorated. A hundred of the newest Buenos Aires trolleys, built by the Military Factory at Buenos Aires since 1956, were sold to the La Plata system at $400 each.

VERACRUZ, Mexico, has enclosed all open cars so that they now look somewhat like Birneys, reports Luis L.

Torrealba, Panama 705, Mexico City, D. F. Other Veracruz trolleys appear to be in bad condition. The Mexico City system tried to sell its 23 remaining Peter Witts to Veracruz for $2,000 in U.S. money, but the price was too high.

UNEXPECTED decisions of New York Courts, Appelate Division, holding unconstitutional the legislation that allowed the Port Authority Trans Hudson Corp. to take over the financially-sick Hudson & Manhattan RR., has set back plans to buy new equipment and to connect with Jersey Central trains at Newark, N. J. The court ruled that the H&M sale to the Port Authority with construction of a World Trade Center at site of H&M Terminal was improper. The decision will be appealed, may land in U.S. Supreme Court. PATH is retaining control of the line as *caretaker,* pending final court determination of its rights to run the line.

MUSEUM project of Ontario Electric Railway Historical Assoc. at Rockwood, Ont., Canada, is making progress. At first this group acquired only six pieces of equipment and title to a half-mile of former right-of-way of the Toronto Suburban Ry. leading to a public road. Then they bought an adjoining 10-acre tract that should enable them eventually to own and operate a museum. The fans will use the original TS pole-holes still occupied by stubs of poles cut off in 1935, to avoid having to blast new holes in very rocky soil. These holes are spaced 150 feet apart for catenary suspension. The fans have obtained many such fittings from abandoned CPR electric routes. Now needed are 550-volt DC traction unit and rail-bender.

READERS who know your *Transit Topics* editor as a Municipal Court judge at Belmar and South Belmar, N.J., may have wondered about news reports of irregularities in the Bellmawr, N.J., Police Department and Municipal Court. We are not involved. Belmar and Belmawr are two different towns, many miles apart.

New Electric Publications

ELECTRIC RAILROADERS ASSO. is engaged in a ten-year project that will eventually tell the story of all New York City rapid transit lines, with words, pix, and rosters, according to George R. Horn, IRT yardmaster and ERA editor of publications, 145 Greenwich St., New York 6, N.Y.

Already published is the book *New York Subways*, containing an illustrated history of the 2nd, 3rd, 6th, and 9th Ave. elevated lines, with rosters of steam engines and electric cars. Included is a story of the Steinway Tunnel line that brought trolleys from Long Island City into Manhattan underground past sites of the present United Nations Building and the *Railroad Magazine* offices on tracks now used by Flushing line subway trains. Book sells for $3.50.

No. 396, a 25-foot car built by St. Louis for Boston Elevated Railway in 1900, will be shown in a new Otto Preminger movie entitled "The Cardinal," period of 1917. Now the property of Seashore Electric, Kennebunkport, Maine, it was loaned to Preminger, who had it repainted and fixed up in MTA shops at Everette, Mass.
Russell Munroe, 87 Jersey St., Marblehead, Mass.

Horsecar No. 83 jogs along over the cobblestones in "last ride" parade at Belgrano (Buenos Aires). Central Argentine Ry. operated it originally in 1880's.
La Nacion photo from Arnold Irvine Reid, Buenos Aires, Argentina

Budd Co. applies "squeeze test" to one of the 38 new commuter cars it is building for City of Philadelphia. Longitudinal forces up to 800,000 lbs. exerted on underframe tests car's ability to stand front or rear impact.

A new book of over 200 pages on the history of Interboro Rapid Transit, now being readied for publication, will include a roster of more than 5500 passenger cars and work equipment. To follow will be a 100-year history of the BMT Division of the New York transit lines, and later on a history of the Independent-8th Ave. line. These are scheduled for publication in 1965 and 1966, respectively.

Manhattan Bridge 3-Cent Line, by Geo. V. Arnoux, 8 pages, 8½x11", illustrated, is the unusual story of a trolley line that ran over the upper deck of a bridge linking Brooklyn with Manhattan from 1912 till 1929 at 3¢ per ride. Issued as No. 32 of ERA's Electric Railroads series, it is free to members, 50¢ for non-members.

Interurban to Milwaukee, the first of two volumes on the Chicago North Shore & Milwaukee, has been issued by Central Electric Railfans Asso. (P.O. Box 503, Chicago 90, Ill.) as *Bulletin 106* in their fine series on Midwest traction. Its 168 pages with spiral binding, cover the years up to 1926. Well illustrated, like all CERA books. These publications result from combined efforts of many CERA members. Besides the line's history, you'll find much equipment data, rosters, scale drawings, and 4 large, full-page, color photos. Price, $9 ($9.36 to Illinois residents). You can get next year's Vol. 2 for $6 by joining CERA before Nov. 30. It is free to members.

Four new British hard-cover books, all 6x9" and highly informative, have just reached us. *Tramway Twilight*, by J. Joyce, 112 pages, well illustrated ($5.75), tells the history of British trams from 1945 to date, giving details on the equipment and date of abandonment of each line, also data on all second-hand car sales.

Liverpool Overhead Railway, by G. E. Box ($6.75) covers the amazing line that ran for more than five miles along Liverpool's vast docks from 1893 to 1956. Its 199 pages contain much detailed information on the line's engineering and electrical features, with some interesting photos.

London's Underground, by H. F. Howson ($5.75) is a revised edition of a popular book originally published in 1951, being the story of a 250-mile subway system during its first century, 1863 to 1962. The book's 121 pages include good pix of equipment and trackage. All three of the foregoing books may be had from Sport Shelf, P.O. Box 634, New Rochelle, N. Y.

The Manchester Tram, by Iran Yearsley, is much more than just a story of the tramways of Manchester, England. Its 255 pages also give much information on the building and equipping of tramcars in general, and the illustrations are quite good. Published by The Advertiser Press, Ltd., Huddersfield, Yorkshire, England, for $3.50.

Los Angeles Railway's Pre-Huntington Cars, 1890-1902, by Ira L. Swett, 8½x11", 72 pages, many old illustrations. Complete data on earliest L.A. trolleys and subsequent rebuilding into newer designs. Price, $2.50 from author, 216 S. Western Ave., Los Angeles 4, Calif.

Electric Transit Journal, Nov. '62, boasts one of the best railfan news coverages we've ever seen, in its 32-page issue on the Lake St. (Chicago Transit Authority) elevation last October of track from ground running to C&NW elevated right-of-way. The alert staff covered it in depth with pix and text. The *Journal* costs $5 a year from Larry Plachno, 5041 Northwest Highway, Chicago 30, Ill.

PCC Cars of North America, by Dr. Harold E. Cot, 72 pages, 123 photos, roster and statistics of every PCC built in N.A., plus details of many second-hand movements of these cars. Price, $2 from author, 8217 Pickering St., Philadelphia 50, Pa.

PCC Streetcar, history of Los Angeles PCC's and roster of North American PCC's, was contained in March '62 issue of *Timepoints*, 18 mimeo. pages plus 30 photos. Price, $1 from Electric Ry. Historical Asso. of Sou, Calif., 936 S. Gennesee Ave., Los Angeles 36, Calif.

La Jolla Zephyr, 8-page story of San Diego-La Jolla rail line, many fine old steam and trolley views, in Sept. '62 issue of *The Dispatcher*. And *S.D.E.R. No. 2 Line*, 8-page story of a San Diego trolley route, with 2 pix, in June '62 issue of same magazine. Either, 25¢ from Ry. Historical Society of San Diego, 7861 Normal Ave., La Mesa, Calif.

The Alweg monorail at Inuyama, near Nagoya, Japan's third largest city, is the first practical straddle-type monorail in Japan; opened March '62.
Sinichi Miyazaka, Qhno, Inaba-cho Inaba-gun, Gifu-ken, Japan

Eatery in Cromwell, Minn., built of two aged streetcars. (See page 38.)
H. W. Fonks, 348 Marshland Ct., Troy, N.Y.

On the scrap line are these wornout New Orleans Public Service cars.
S. D. Maguire, 1411 River Rd., Belmar, N.J.

No. 3002, Los Angeles Metropolitan Transit Authority is decorated for last days of service (unless sold).
Bob Holstrom, 2353 Valdina, Anaheim, Calif.

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BOOKS of the RAILS

QUEST FOR CRISIS, by James N. Sites, 223 pages, 6x9", illustrated with photos, Simmons Boardman Books, $5.95.

"In face of the big city's mounting needs for fast and efficient urban transit, commuters daily trip over the monstrous illogic of dwindling railroad service. While air travelers find airways more and more dangerously overcrowded, fewer trains run between American cities carrying ever-fewer passengers. While motorists face swelling numbers of heavy trucks on the highways and government spends rising millions to expand inland waterways, freightways of steel rail are rusting away and in many cases being torn up forever."

With these challenging words, Sites opens a book dealing with the plight of America's railroads. He compares them with the transportation arteries elsewhere. To gather material, he toured 25 countries from Europe through the Middle East to India and the Soviet Union.

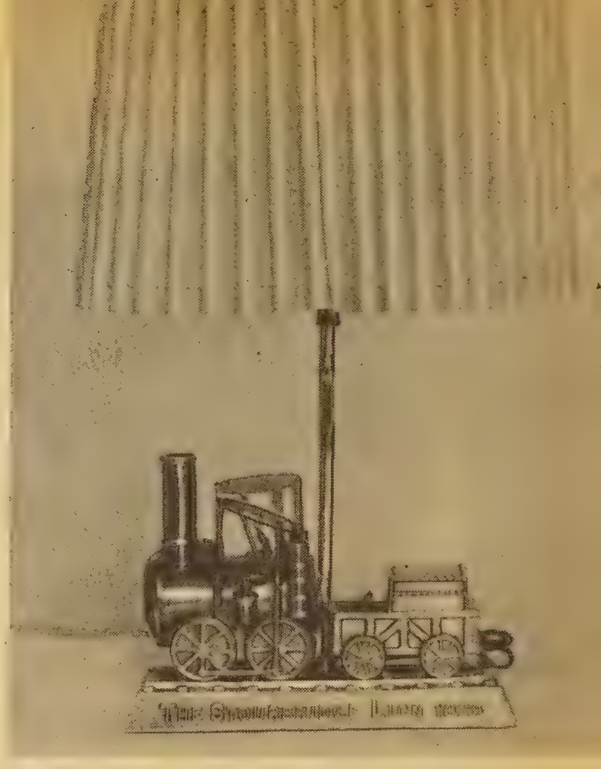
He reports that while some railroads in the U.S.A. are near bankruptcy, the lines of steel in Holland and India are making money and even those in poverty-ridden India are operating at a handsome profit, while in Russia "a super-railroad of awesome proportions and performance is in the making."

Of course, a comparison between privately- and publicly-owned carriers is unfair, because nationalized systems pay no taxes. Nevertheless, we Americans could learn much from the way railroads are respected in foreign lands, in contrast to the way we often downgrade them in our own country. Sites presents his facts in an entertaining but devastating fashion. *Quest for Crisis* should be made compulsory reading matter for every member of Congress and state and local officials.

THE LAST STEAM LOCOMOTIVES OF WESTERN EUROPE, by P. Ransome-Wallis, 179 pages. 8½x11", illustrated with photos, $13.

A magnificent volume, giant size, with thick coated paper and a wealth of good photos and roster information. Ransome-Wallis visited 18 European countries to photograph steam and gather first-hand data. His book brings us up to date on the steam situation in those countries.

REBEL OF THE ROCKIES: A HISTORY OF THE DENVER & RIO GRANDE WESTERN RAILROAD, by Robt. G. Athearn, 395 pages, 7½x10¾", illustrated, bibliography, indexed, Yale University Press, $10.



Our June issue, page 56, told about bronze *Stourbridge Lion* desk model, 8½" long, about 4 lbs., made by retired D&H engineer Leon Breese, 79 10th Ave., Carbondale, Pa. He also makes lamps with his replica of America's first working locomotive, available at $9.95 plus parcel post.

As a serious history concerned more with facts, economics, and policies than with color and romance, *Rebel of the Rockies* has much to recommend it. When color and fact collide, Athearn bends over backward to sift out the truth. The result is interesting but seldom exciting. Gen. Wm. J. Palmer is the best-drawn person in the book. The author points out his shortcomings along with his virtues. Thanks to the Palmer heritage, the Rio Grande today is staunchly independent.

Like a train dispatcher carefully directing the flow of traffic, Athearn spaces his events in proportion to their signficance: Palmer thrusting his three-foot-gage through the Rockies, his fights with the Santa Fe and Jay Gould; receiverships, strikes, mergers, acquisitions, the Moffat Tunnel, and dieselization. We wish he had put more emphasis on social history. He scarcely mentions the railroad's role in taking tourists to Durango and Silverton in pre-automobile days, the hazards of Marshall Pass operation, or Cy Warman. But the pictures and maps make adequate illustrations.—*Frank P. Donovan, Jr.*

LOCOMOTIVE ADVENTURE: 50 YEARS WITH STEAM, by H. Holcroft, 216 pages, 6x9½", illustrated with photos, mechanical drawings, 14x8½" detailed plan of steam loco, appendices, indexed, $9.25.

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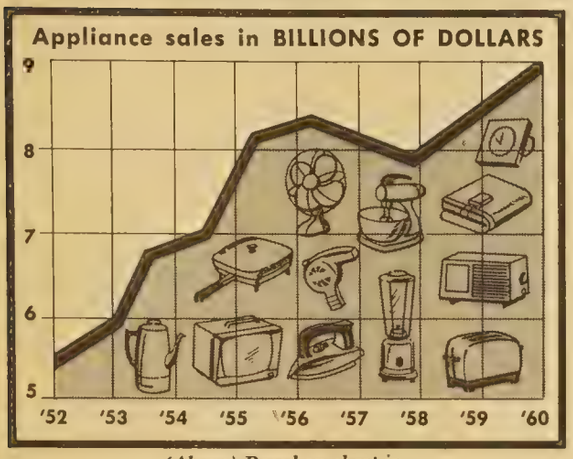

(Above) Based on chart in Electrical Merchandising Week Magazine.

Just look at how dependent American homes have become on electric appliances!

Here are some of today's common appliances, and the number of U.S. homes containing each.

Air Conditioners (Room)	6,500,000
Bed Coverings	10,800,000
Clocks	40,268,000
Coffee Makers (automatic)	27,000,000
Freezers	11,200,000
Frypan Skillets	20,600,000
Heaters, Portable (Elec.)	14,415,000
Heating Pads	19,925,000
Hotplates	12,105,000
Irons (Standard)	44,850,000
Steam Irons	28,200,000
Mixers	27,000,000
Ranges	17,200,000
Refrigerators	49,605,000
Sandwich-Waffle Comb.	17,615,000
Shavers	34,500,000
Toasters	40,195,000
Vacuum Cleaners	36,700,000
Washers	47,100,000

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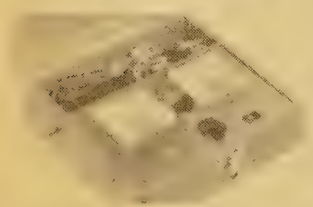

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50 to 54	2.50	7.25	14.25	27.40
55 to 59	3.00	8.70	17.10	32.85
60 to 64	3.50	10.15	19.95	38.35
65 to 69	4.00	11.60	22.80	43.80
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For Each Child Under Age 18	.75	2.20	4.30	8.25

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FIRST NAME · MIDDLE NAME · LAST NAME	DATE OF BIRTH MO. DAY YR.	HEIGHT	WEIGHT	SEX
1.				
2.				
3.				
4.				
5.				

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English railways, notably the Great Western, the South Eastern & Chatham, and Southern. Steam fans will enjoy it.

TRAINS ANNUAL, edited by G. Freeman Allen, 96 pages, 7x9¾", illustrated, 1963 edition, $3.25.

Handsome job of bookmaking, with thick coated paper, authoritative text matter, and superb photos, some in color, sharply reproduced, covers British steam and electric railroading, past and present. Also 12 pages on an electric railway that moves 15 million tons of iron ore a year across the Arctic Circle.

THE GREAT WESTERN RAILWAY in the 19th Century, by O. S. Nock, 200 pages, 6x9", illustrated with photos, old prints, line drawings, full-color frontispiece, 8x10" map, indexed, $8.

Nock's 29th railbook establishes him even more firmly as a popular historian. This one does justice to the dramatic story of Britain's old Great Western, originally broad gage.

CAR NAMES AND CONSISTS, paperbound, edited by Robt. F. Wayner, 204 pages, 8½x10¾", published by author, Box 871, Ansonia Station, New York 23, N.Y., $3.50.

A well-organized guide to the names of railroad passenger and Pullman cars in North America for the past 70 years. Never before has there been such a book. You can find, for example, the names of Illinois Terminal parlor cars, RF&P diners, baggage cars on the Jersey Central's *Blue Comet*, business and private cars, and the very first sleeper, the only two persons ever honored by having Pullman cars named for them in their lifetimes, etc. A valuable reference work printed on beautiful paper.

EIGHT-WHEEL TYPE PASSENGER LOCOMOTIVES built by American Locomotive Co., paperbound, 60 pages, 9x6", including photos, specifications, reprinted by Robt. Carlson, 17 Frederick St., Newington, Conn., $2.

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Photo by Charles Coniff
Box 4672, Mobile, Ala.

with photos, line drawings, 18x8¾" map of Horwich loco works, indexed, priced at $8.

The author (no first name given) tells of nearly 45 years spent with British steam locos, beginning on old Lancashire & Yorkshire. In this writing he was aided by "a good memory, plenty of diaries and notebooks, and a large collection of photographic records." Recommended for steam fans.

MODEL RAILWAYS: 1838-1939, by Hamilton Ellis, 140 pages, 5½x8½", illustrated, indexed, Geo. Allen & Unwin Ltd., $6.75.

Ellis's latest of 10 books on rail subjects gives special attention to beautiful steam locomotive working models.

PROPOSED SOUTHEASTERN RR., by E. T. Mitchell, 2 paperbound books, 5½x8½": Vol. 1 has 55 pages, 22 b&w pix; Vol. 2 has 80 pages, 49 b&w pix, 49 color photos; published by author, 107 Circular Ave., Paoli, Pa.; set $2.

Mitchell tells of grandiose plan for a new Savannah-Atlanta railroad plus interesting miscellaneous railroadiana.

THE CIRCUS, by Mary K. Phelan, illustrated by John Alcorn, 48 pages, 7x8½", Holt, Rinehart & Winston, 383 Madison Ave., New York City, $2.50 (Holt library edition, $2.27).

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These books are available only by mail. Not on sale in our office. Check or money order must be made out to *Railroad Magazine Book Service* (not to any book publisher) and mailed to us at 205 East 42nd Street, New York 17, N. Y. Each book order must be kept separate from letters dealing with other matters. Here are a few suggestions:

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HIGHBALL: PAGEANT OF TRAINS, by Lucius Beebe	$ 2.98	($ 2.75)
QUEST FOR CRISIS, by J. N. Stites	$ 5.95	($ 5.60)
THE LAST STEAM LOCOMOTIVES OF WESTERN EUROPE, by P. Ransome-Wallis	$13.00	($12.35)
REBEL OF THE ROCKIES, by R. A. Ahearn	$10.00	($ 9.50)
GREAT TRAINS OF ALL TIME, by Freeman Hubbard	$ 4.95	($ 4.70)
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by Sy Reich

ANYBODY want a couple of old steam locomotives? A recent issue of *The Moosehead Gazette*, Dexter, Maine, reports that 30 years ago two engines (type not mentioned) of the Eagle Lake & West Branch RR. were hauling pulpwood for Madawaska Co. through Maine's big woods. Today, they are rusting in a huge, dilapidated barn. Says the paper: "This barn is in thick woods on the shore of Lake Eagle. A forestry station is located there. The forest has grown in thick around the old barn. Rusted rails are overgrown with grass and bushes. Wind whistles through the barn in winter, and birds fly through the open door in summer, over the tops of the abandoned steam engines. The locomotives sit idle, about 100 miles above Greenville, Maine."

Sy Reich

Dorothy Boone Kidney wrote the article. Ronald Leitch sent it to us.

If you go on fan-trips anywhere in the East you are likely to meet Miss Elizabeth Brown, nicknamed "Babe," a green-eyed schoolgirl living at 107 College Drive, Allentown, Pa., who takes such trips at every favorable opportunity. She is a rail hobbyist in her own right, unlike many wives of fans who go along mainly to please their husbands. Men of the Lehigh Valley Chapter of NRHS will not soon forget the 15-minute talk on railroadiana she gave at one of their meetings.

The only railroader in her family, "Uncle John" Scharle, a New York subway motorman, helped her to build up a rail-photo library. Babe also boasts a battery-operated locomotive model from New Zealand, a Lionel steam-train layout, and a railroad jewelry collection. Born November 17, 1944, she has brown hair, is a non-smoker, and stands 5′ 4½″. Ambition: to become a train hostess.

The switch-key collection shown by Joe Easley on page 35 of this issue is not the world's largest. Ben F. Kerr has over 850. Ben is a Rio Grande engineman, 87 years young, living at 211 S. Pennsylvania St., Denver, Colo. He began railroading in 1900 but a disabling injury retired him in '41. After sanding his engine, Ben was knocked down by the retaining chain on the sanding spout which swung around and hit his head. Confined in a wheel chair, he wrote to friends and railroad officials seeking switch keys as a hobby. Many responded. Ben's collection includes specimens from 56 foreign roads—but none from Ireland. Irish railways don't use switch keys. The old hogger has willed the lot to a Denver museum. Meanwhile, he is still collecting. He doesn't buy or sell, but trades duplicates.

News of Railfan Clubs

Miss Aileen Landry, lovely blue-eyed blonde, 3621 Spurgeon St., Fort Worth, Texas, has been elected "Miss Passenger Train 1963" by the votes of *Railroad Magazine* readers. Last April we published details of the contest and portraits of the three candidates, all from railroad families. Speaking for Trinity Valley Railfans, Inc., which sponsored the affair, Vernie H. Barber, Jr., says, "The response was terrific." Congratulations, Aileen!

TVR has just given the Louisville & Nashville its "Golden Spike" award for L&N's outstanding contribution to the railroad industry, mainly because of the customer relations campaign utilizing the 107-year-old loco named *General*.

You are asked to cooperate with West Coast Railfan Asso., Inc., in compiling a list of all North American railfan groups "for the use of ourselves and any other interested parties." Send info. on club officers, dues, aims, meeting places, equipment owned, etc., to Secretary R. B. Gevaert, Box 2790, Vancouver 3, B.C., Canada.

Twin Seams Mining Co., Kellerman, Ala., has discontinued its 16-mile rail operation, has torn up the track, and is scrapping its Shay engines, Nos. 5, 8, and 17, laments Al Hudson, 128 Hanna Dr., Birmingham 15, Ala., who wants action pix or negs. of No. 17. An unsuccessful attempt to save one of those Shays was made by the new "Heart of Dixie" Chapter of National Railway Historical Society at Birmingham, the 50th chapter of a great organization which now boasts an all-time peak of 2,634 members.

"We have bought 26 miles of track, several old American steam locomotives, and rolling stock for a tourist attraction running between Marquette and Big Bay, Mich.," writes Harry M. Wirth, 6001 N. Capitol Dr., Milwaukee 16, Wis., on stationery which describes "Superior Land" as the world's largest recreation center. "This summer we'd like to form a club of persons interested in activities connected with running this railroad and willing to pay for membership."

California now has steam passenger service with regular week-end operation of this Shay on the mile-long Roaring Camp & Big Trees slim-gage line in a redwood forest at Felton, 70 miles south of San Francisco. Mixed train service on weekdays. Pres. and gen. mgr. is F. N. Clark.

A campaign for funds to buy and preserve cars of the abandoned North Shore Line has been started by the Illinois Railway Museum, 38 S. Dearborn St., Chicago 3, Illinois. Unless funds are raised, there is a strong likelihood that these interesting old cars will be scrapped. The museum already owns CNS&M express car 213, a Christmas gift from John Horechek.

Setouts and Pickups

City Council of Richmond, Va., has approved plans to set up an old-style C&O railway depot, complete with pot-bellied stove, in a park near an obsolete steam locomotive, reports John Mitchell, ex CRI&P telegrapher, 4725 First St., S.W., Washington 24, D.C.

"I once saw a painting of a head-on view of 3 steam locos at a standstill, possibly a night scene, in a magazine," writes Jerome Lhotsky, 4917 Anson Ave., Cleveland 27, O. "Can anyone identify it? Could I buy a reproduction of it?"

Governor Scranton of Pennsylvania is studying a proposal to establish a state railroad museum at the Strasburg RR. in Lancaster County, to be built with a state bond issue and paid for over the years by admission fees. The proposal is backed by the Strasburg RR., the Pennsy, and the State Historical and Museum Commission. A roundhouse would be built to house the old engines and cars now stored by the Pennsy at Northumberland, reports L. P. Cummings, Jr., 129 Nevin St., Lancaster, Pa.

Caption on page 4 of June issue and item on page 58 should have read Saginaw, Minn., not Mich., corrects Ken Plucar.

Warren B. Crater, author of "Locomotives of the Jersey Central" (all sold out), has a new

book in preparation entitled "New Jersey Central Album," about 80 pages, size 8½x11", with about 180 photos and text matter. Pre-publication price $2.50 until Oct. 1, after that $3.25. Warren is a CNJ engineman living at 270 W. Colfax Ave., Roselle Park, N.J.

Last-minute correction: Reader RR. No. 11 has 17x24" cylinders, not 17x23 as stated on page 29 of this issue.

A 2'-gage 0-4-0T Henschel (built 1934-'35) may be bought from James C. Valesh, New Albin, Iowa, for $2980 Milwaukee. Weight 8 tons 25" drivers, psi 185, complete with whistle, lubricators, injectors, all gages. Stored in building, ready to run.

Pix of SP's Del Monte Limited in steam days are wanted by a committee to save that train, c/o John Parks Davis, suite 202, 499 Van Buren, Monterey, Calif. Promotional advice to aid the committee also is needed.

Readers ask, "How many back numbers of Railroad Magazine have you in stock?" We have none before July '51 and only about one in four of the issues since then. No list available. Whatever old issue we don't have for sale may be obtained through the Switch List. One Switch Lister, Arnold Joseph, 2512 Tratman Ave., Bronx 61, N.Y., carries the most complete supply of anybody we know about.

Handsome 4-color picture of the General, 11x14", suitable for framing, may be bought for 25¢ from Louisville & Nashville Railroad, Advertising & Publications Dept., P.O. Box 1198, Louisville, Ky.

Coming Events

Famous Civil War engine, the General, on tour again. L&N announces dates: June 3-5, road trip, Roanoke to Bristol, Va.; June 8, 9, Kingsport, Tenn.; June 14, Etowah, Tenn.; June 22-25, road trip, Roanoke, Va., to Hagerstown, Md.; June 26, 27, Hagerstown; June 28-July 4, Gettysburg, Pa.; July 7-Aug. 13, tour through State of Ohio; Aug. 20-25, Indianapolis, Ind.

June 8-9: Cleveland trolley week-end sponsored by Euclid Railfans Club. Sat.: Columbia Pk. & SW. Ry., Olmsted Falls, O., operating rare eqpmt., 1¼-mile line. Sun.: 2 trips, SHRT No. 12 and CTS 0516, 0518, over all CTS and Shaker Hts. trackage. Contact Geo. Badstuber, 21701 Maydale Ave., Euclid 23, O.

June 8: Excursion to Pennsy steam loco museum, Northumberland, Pa., via E-L; lv. Hoboken, N.J., 8:30 a.m., pick up passengers Newark, Madison. Photo stops Dela. Water Gap, Pocono Summit. Open bag. cars, gons, diner, lounge, coaches. Adults $9.95, kids $5. For tickets, make out checks to Warren L. Smith; send them with self-addr. stamped env. to Railroad Enthusiasts, Inc., P.O. Box 2223, Grand Central Sta., New York 17, N.Y. There is no guarantee that the Pennsy will permit fantrippers to enter the museum, but at least one loco in steam will be photographable on this trip.

June 8: Passgr. run tentatively scheduled on frt.-only Port Huron & Detroit RR. from GTW interchange, Port Huron, to Marine City, Mich. Will return in time to connect with CNR train 20 to Toronto for those aiming to take June 9 trip listed below. For PH&D info. send self-addr. stamped env. to Michigan RR. Club, 608 W. 11-Mile Rd., Royal Oak, Mich.

June 8: CNR spl. train crosses International bridge, Fort Erie to Buffalo, for presentation of certificate by C. J. Keenan, chairman of board, National RR. Hall of Fame, honoring the late Sir Casimir S. Gzowski, engineer of that bridge.

June 9: Circle tour with CNR 4-8-4 No. 6167 lv. Toronto 9:15 a.m. EDT to branchline div. point, Palmerston. Open bag. car with 110-volt power for tape recorders; cafeteria car, coaches. Contact Upper Canada Ry. Society, trip committee, Box 122, Terminal A, Toronto 1, Ont., Canada.

June 9: Steam-powered Reading Ramble lv. Bound Brook (CNJ) 8:30 a.m. EDT. West Trenton 9:05 a.m., 4-hr. stop Hershey, Pa. (chocolate town), bus to Rose Gardens. Fare $10.50, kids $5.90.

June 16: Wildflower special train lv. Bristol, Va. 9:10 a.m. EST to West Jefferson sponsored by Bristol-Washington Co. Shrine Club. Fare $7, kids $4. Profits, if any, will be used to transport children to and from hospital for treatment. Send check or money order to Shrine Train, P.O. Box 742, Bristol, Va.

June 22: Steam-powered Rdg. Ramble lv. Rdg. Term., Philadelphia 7:50 a.m. EDT, North Broad St. 7:58 a.m., Norristown (DeKalb St.) 8:20 a.m.; tour Indian Echo Cave at Hummelstown, Pa.; 3-hr. stop Hershey, bus to Rose Gardens, photo stop South Mountain, Pa. Fare $9.75, kids $5.25.

June 30: Battle of Gettysburg centennial. Reading diesel-powered train leaves Manheim, Pa., 7:30 a.m., to tour battlefield, 250-mile round trip limited to capacity of 12 coaches and baggage car. Fare $7.20, kids $4. Contact West Hempfield Township Lions Club, Silver Spring, Pa.

July 1: White Mt. Central RR. at Clark's Trading Post, Rte. 3, North Woodstock, N. H., begins summer schedule of passgr. trips behind woodburning Climax or Heisler. Railroadiana on display, other attractions.

July 14: Lehigh Vall. Chap. NRHS sponsors Budd RDC trip on CPR; lv. Toronto 10 a.m., to Fraxa and return. Fare $6, kids $3. Contact Ernest Kovacs, 416 2nd Ave., Bethlehem, Pa.

July 20-21: Electric Railroaders Asso. holds international convention in Pittsburgh, Pa.; two interesting trips and banquet. Contact National Trip Committee, ERA, 145 Greenwich St., New York 6, N.Y.

Aug. 5: next issue of Railroad Magazine, dated October, is scheduled to hit the news-stands.

Aug. 9 and 16: departure dates for 27th yr. of 6-day CNR trips from Winnipeg, Canada, personally conducted tours to Far North port of Churchill. For full program and rates, check with any CNR ticket agent.

Aug. 23-Sept. 4: All-Pullman train out of San Francisco to the Northwest and thru Canada, incl. sea voyage and steam side trips. For details write Caribou Country Special, Western Pacific Bldg., 526 Mission St., San Francisco 5, Calif.

Aug. 26-Sept. 7: National Railway Historical Society convention special via CB&Q from Chicago to Denver and back, partly steam, plus steam side trips, sponsored by Iowa Chapter in conjunction with Denver convention. Contact the chapter at 820 Daniels St., N.E., Cedar Rapids, Iowa.

Aug. 30-Sept. 7: NRHS national convention at Denver as guests of Intermountain Chapter, which will send program, incl. news of steam trips, if you sent self-addr. stamped env. to the chapter at Box 921, Golden, Colo. ●

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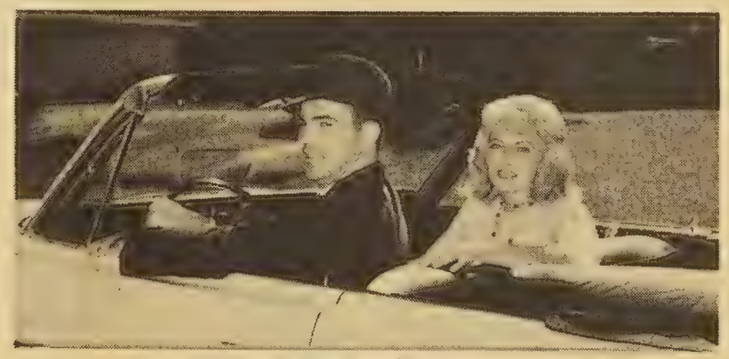

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SNAP JUDGMENT

fiction story by CHARLES LAYNG

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FRANCOIS DOFAN, muscular champion of the hump riders at Smith's Yard, had no time for boomers. He liked to double up his hamlike fist and boast, "I can lick any damn boomer in all of Manitoba." Being a big man with a right arm that packed the wallop of a pile-driver, he got away with it until Sam Briggs came along.

Sam was a member of the wandering tribe. He'd been a commando in the late unpleasantness overseas. Before the war he'd worked for a spell in Smith's Yard, and afterward he'd been around, but now was back with the Canadian Central. When he heard the French Canadian's challenge flung at boomers in general, he decided to make it personal.

Pushing his way through a group of yard men, he singled out the speaker and hurled a straight right to the jaw. With anyone less powerful and oxlike than Francois, the fight would have been over right there, before it had hardly started. Even he was staggered, for Sam could hit hard, but he swung right back—and missed.

The other car-riders swarmed in threateningly — they stuck together thicker than thieves, this gang did—but François waved them aside, as he and Sam went at it. Suddenly, one of the spectators let out a warning yell, "The big boss!" and the crowd melted away rapidly.

"Some other time, mebbe?" Francois asked as he was leaving.

Sam nodded, and turned to greet Ed Hankins, the frowning general manager.

"Well, Sam, what the hell is this?"

"Just a little misunderstanding."

"Humph!" The official grunted, bit into his cigar, and scratched his head. He knew Sam of yore. They'd been switch monkeys together in this same Smith's Yard, years ago, before Sam started booming and Ed began his upward climb.

"Damn it," the G.M. protested, "when are you going to cool that hot head of yours? Here I decided to make you general yardmaster for the wheat season and I come out and find you scrapping first thing."

Sam's heart leaped. He had a very special reason for coming back to Smith's after all these years, and working once more for the Canadian Central.

Some months before, down on a banana railroad where he'd been working, another boomer had informed him that the saucy redhead, Mrs. Marian Brown — formerly Miss Parker — was now a widow, running a boarding-house at Smith's, and Sam had come chasing across a continent to see about it.

The fellow had started booming when Marian got married, and in all his wanderings he hadn't forgotten her.

"You know," he told Hankins, with the cockiness of a typical boomer, "I figured I'd be in line for that job when old Sampson quit."

The G.M. frowned. "If you thought that, why in hell didn't you control your temper?"

"Listen, Ed," in his excitement Sam forgot to be properly respectful, "you know this bunch around here."

Hankins knew, all right. During most of the year, Smith's Yard was little more than a storage space for empty grain cars, springing into activity only when the wheat was moving. And every year at that time the same men drifted into the yard with chips on their shoulders to pull down what money they could get until the grain rush ended.

"Yeah, I know them all right. A lot of trouble-makers. I wouldn't have them around here five minutes if we could get anyone else, but we can't."

"Well, I figured big François was the leader," said Sam, "and if I licked him I'd be off to a head start for maintaining discipline."

"Maybe. Well, that's your problem. You're the general yardmaster here from now on, and whether you stay on this line depends on how you keep the wheat rolling. But listen, Sam, your weakness is snap judgment. Watch out for it."

SAM BRIGGS worked in the next few weeks as he'd never worked before in his life. On the surface, everything seemed to be going along fine with the humpriders, but Sam wasn't fooled. He knew they were just waiting for an opportunity to get sullen and unmanageable, like they did every year.

The blow-up came when, in the mid-

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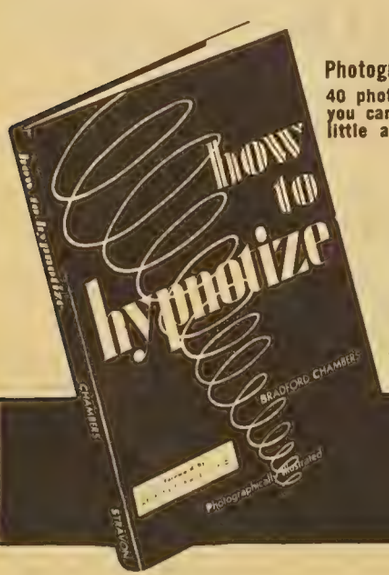

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dle of the rush, the inevitable blizzard descended. Sam awoke one morning after about four hours' sleep to find a blanket of wind-driven snow whirling out of the north, and the red sinking to the bottom of the thermometer.

Trouble enough in itself, a blizzard at such a time, but he found more bad news when he reached the receiving yard. A worried yardmaster was trying to find track room for a steady flow of cars coming in from the west.

"Boss," the yardmaster growled, "unless you can get some of them cars outa here an' over that hump, this here receivin' yard is goin' outa business."

"Whats the matter with the hump?" Sam wanted to know.

"Dunno. It just ain't workin'."

Sam fought his way along the snow-sheathed cars to the summit of the yard. There he found the seat of the difficulties. Not a car was rolling over the hump, and the day shift of car-riders were huddled together around a stove in the yardmaster's office.

"Get out there," he bellowed, "and start riding cars!"

François sauntered up with a smirk. "Not today, it is suicide with all the ice on the handholds, and the wind blowing."

Sam clenched his fists but kept self-control. "Are you going out there and ride those cars?"

"No!" the big fellow told him, and a rumble of approval came from the others. "If you want the cars rid, go ride them yourself."

"By God, I will!" Sam announced. Then, turning to the worried hump yardmaster, he ordered, "Gimme that switch list."

Swiftly Sam scanned the switch list. The first item that met his eye was six cars, all in a bunch, going to elevator No. 3, which meant they would all be dropped together through the switches into track 21.

Normally, even in good weather, three riders were assigned to take a long and heavy cut down the hill. This time the spectacular was needed, and Sam was determined to give it to them.

"Come out here, you scum," he snarled at the loafers, "and watch a *real* car-rider!"

There were expressions of awe as the men realized what he intended to do.

The yardmaster clutched at his arm. "Don't tackle it, boss. If you do, you'll get killed sure."

Sam flung aside the detaining hand. "Let's get going," he said, picking up a brake club.

Then, as the humping engine slowly

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pushed the six cars over the summit, puffing a great volume of smoke, and the car-cutter turned them loose, Sam Briggs swung nimbly onto the cut, then up the ladder to the top.

AN icy blast, laden with snow particles that ripped and tore at his face, met the general yardmaster as he got to the roof. Its bitterness increased as the cars gained momentum.

Grimly Sam fought with the braking wheel, his face one vast ache and shoulders creaking under the strain. Through the storm he could see the shrouded shapes of cars already standing in track 21, looming up rapidly — much too rapidly — as the flying cut descended upon them.

Frantically he threw all his power into the brake club, with a prayer that it might not be shattered by the strain. Muscles of arms and back bulged under his heavy jacket. Braking a cut of six loads over a hump is not a gentle pastime, and the icy tracks afforded only indifferent friction to the wheels.

For a moment or two Sam thought he'd never make it. Evidently the flying cut would meet the standing cars with a crash that would smash couplers and even draft arms, and bash in the end of the cars, to send the heaped-up grain spilling about the yard.

With a last, almost superhuman effort, he threw himself at the wheel. The brakes bit deeper. Even so, the cars met with a crash that sent Sam sprawling along the roof and dropped him rather roughly over the side.

He fell heavily, but the snow broke his fall. Fortunately, he reflected as he scrambled to his feet, the blizzard was too thick for the car-riders to see just what had happened. Howling wind must have muffled the unduly loud crash of the meeting cars. However, nothing was damaged.

When the G.Y.M. fought his way back through the snow to the summit, he found the car-riders drawing on their gloves and pulling down the ear-flaps of their caps. There was a murmur of approval as he came up to them and made straight for François Dofan.

"Now will you ride 'em?" he shouted.

"Sure, we ride," the big fellow agreed.

WEEKS stretched into months, and still the grain kept coming. Sam spent very little time in bed these nights. He was here, there and everywhere about the yard, for, with this amount of wheat gorging the railway, the least hitch at Smith's would throw the whole line out of kilter. Confusion would spread as fast as ripples stirred by a rock thrown into a silent pool.

Minutes were precious, hours of incalculable value. With eight to ten thousand loads of grain decending upon Smith's Yard every twenty-four hours, the slightest delay meant that the receiving yard filled up, that trains had to be held out of it waiting for track room, that still more trains came up behind these, that the whole railway rapidly congealed.

The time interval between efficient opertion and a complete breakdown was alarmingly small; a few hours' delay could ruin the whole transportation machine.

But by a rare combination of energy, sagacity and luck, Sam Briggs avoided any hitches. Never before in Canadian Central history had the wheat rush gone so smoothly. Operating executives chuckled over the neatly typed morning reports placed on their desks.

These reports mirrored, in a pale fashion, the sweat, the muscle, the body, brain and soul-destroying effort that had gone into the moving of the cars which bulked so large and menacing out on the line but appeared merely as a row of figures on yellow paper in the office.

Only a week or two of the rush remained, as Sam fought doggedly on to maintain the fluid condition of Smith's Yard, the place where the fate of the iron pike hung in the balance. The long hours of checking overy operation, of pounding away until the last ounce of efficiency had been squeezed out, were now bearing fruit. But he still managed to keep in touch with his lady friend at the boarding-house, every day.

"Marian," he said, when he had sequestered her in the kitchen after breakfast one morning, "things are shaping up fine. If nothing happens, it'll be just swell for us after the rush is over."

"For us?" she queried softly.

"Aw, you know what I mean."

A callboy, knocking loudly and importantly on the kitchen door, interrupted them. Sam read the message from the dispatcher which the urchin had brought. He frowned and reached for his hat.

"What is it, dear?" Marian asked, her blue eyes troubled. "Anything wrong?"

"Dunno how bad it is," Sam replied. "That westbound merchandise train has derailed her self right beyond the east end of the advance yard. I'll have to go down and see about clearing it up. Probably a matter of an hour or so."

Arriving on the scene, he saw the big hook swinging its giant arm in readiness for some heavy lifting. But to Sam's surprise the wrecking crew was gingerly attacking the situation by hand. A claim prevention agent was already there, buzzing importantly in conversation with the wrecking foreman.

"Hey, you two," the general yardmaster demanded, "what's the matter here? This mess is blocking up the whole yard and there'll be hell popping all over the railroad if we don't get it cleaned up in an hour."

"I figure it'll take about six hours," the wrecking foreman said lugubriously.

"Six hours be damned!' Sam thundered. "In six hours we'd have this pike tied up so tight that we'd need six weeks to straighten it out."

The G.Y.M. surveyed the wreckage with a practiced eye.

"Look here," he continued, "this is simple. All you gotta do is get the hook on that Northern Pacific boxcar there and dump it down the embankment. Then the whole business will cave in, and we can shove it clear out of the way and get going."

"That's just the trouble," the claim man mourned, "we can't throw that car over the bank and smash it up. Do you know what's in it?"

"No, and I don't give a damn," Sam replied impatiently. "Hell, man, if that car was loaded with diamond tiaras, the Canadian Central would gain by paying a claim for it. Can't you get it through your thick skull? With this mess here, we can't get trains out the advance yard. And if we fiddle around here grabbing at it with toothpicks, the whole yard'll be blocked tight. There's seven or eight thousand loads piling in on me out the west this morning. What d'ye think I'm gonna do with 'em, with the yard blocked?"

"If you had forty thousand loads coming," the claim man cautioned, "you wouldn't smash up that car, if you were wise."

"Well, what in the name of St. Peter is in it?"

"Just the new vice president's period furniture is all. Stuff that his wife's collected for years, all over Europe. You bust it, and old man Worthing will bust you. If that car goes over the bank, your job'll be riding with it, feller."

Sam whistled, groped blindly for his pipe. Automatically he lighted it and drew a few deep puffs. He thought of Marian. He recalled the work he'd put in these past few months to make good for her sake.

Then he looked at the east yard-limit

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board, and noted that the wreck was a hundred yards or so outside his territory anyway. He remembered the general manager's warning against using snap judgment. Finally he thought of those loads of grain, mile after mile of them, coming in from the west.

"Over she goes," he said grimly, and the claim prevention agent shuddered.

WHEN Sam Briggs finally got back to the boarding-house at an early hour the following morning, Marian was waiting up for him with a pot of hot coffee. He gulped down two cups silently, and then outlined what had occurred.

"I expect we're through, Marian," he finished wistfully.

"Don't be silly,' she said, but there wasnt much conviction in her tones. After all, making kindling wood out of Vice President Worthing's Louis XV highboys was no light matter.

Two weeks later the expected summons to headquarters came, and the grain rush, except for a few scattered cars, was a matter of history. Sam went to Marian disconsolately, with the pink sheet in his hand.

"Here it is, Marian," he said. "The general manager wants to see me tomorrow morning in his office. Oh, well, Ed Clemens down in Peru told me I could have a job there any time I wanted it. So long! I'm on my way."

Sam walked into the general manager's office next morning with a defiant stride, and it did not astonish him to see the new vice president with Hankins. He acknowledged the introduction gruffly.

"Sam," the G.M. began, "you've done a splendid job at Smith's. We want you to know we appreciate it, but—"

Letting me down easy, Sam thought angrily. "Never mind the soft stuff," he interrupted. "I know why I'm here. If you're gonna fire me, do it right away."

"Fire you?" The general manager looked up in amazement, while the vice president grinned.

"Why," Hankins continued, "we called you in to tell you that the trainmaster on the Mountain Division will retire next month and we want you to take his place."

Sam gripped the arms of his chair and stared unbelievingly.

"But I thought, what with period furniture and snap judgment and all—" he paused to gasp for breath.

"Say, what the hell is all this?" the general manager wanted to know.

"Briggs here," the vice president told him, "dumped my wife's best period furniture into the ditch and made kindling wood out of it, in order to clear up a wreck. Evidently he figured that the sort of official who owned such things would discharge him for it."

The general manager guffawed.

"Sam," he said, "you overlooked one thing. Before Mr. Worthing here ever heard of period furniture, he was a general yardmaster — and in Smith's Yard, at that."

"Oh, golly, gimme that phone," Sam shouted. "I got an important call to make." ●

Great Northern Roster Corrections

Following are corrections to our Great Northern roster (June '63): Listing for road numbers 300C, 302C-305C should be 300C-305C. Listing for 301C, 301B-305B should omit 301C. Listing for road numbers beginning 400AD should read 400A,D-428A,D even only. Here is a corrected tabulation of certain weights and tractive efforts:

Road Nos.	Tr. Eff.	Weight
225-231	62,960	251,840
260A-261A	61,750	247,000
260B-261B	62,125	248,500
266A-267A	62,235	248,950
266B-267B	61,635	246,550
268A-270A	61,910	247,635
268B-270B	63,225	252,895
271A,B-274A,B	60,425	242,495
280A-281A	62,325	249,290
280B-281B	63,545	254,190
301B-305B	56,370	225,480
306A,C	58,240	232,950
306B	56,225	224,900
307A,C-309A,C	60,000	240,000
307B-309B	61,830	247,320
310A,C	62,490	249,960
310B	62,320	249,300
311B-317B	61,645	246,580
350A,C-358A,C	61,405	245,620
350B-358B	62,505	250,260
363A,C-365,C	62,180	248,720
364B-365B	63,690	254,760
375C-376C	62,160	248,650
400A,D-428A,D even only	58,425	233,700
400B,C-428B,C even only	57,280	229,125
430A,D-438A,D even only	58,115	232,460
430B,C-438B,C	58,580	226,310
440A,D-442A,D	59,530	238,120
440B,C-442B,C	57,490	229,950
444A,D-456A,D even only, 460A,462A,D-468A,D even	59,500	238,010
448B,C-456B,C even only, 458C,460B,462B,C-468B,C even only	58,660	234,640
460C,D	123,410	493,640
470B,C-474B,C even only	61,485	245,935
500B-504B	63,215	252,850
500-512	57,010	338,325
600-655	61,815	247,260
900-915	60,270	241,070
2000-2035	63,775	255,100

Certain construction dates should also be corrected: 137-144 should read 1943-4. 225-231 should read 1946-'7. 262A,B-265A,B should read 1947-8. 271A,B-274A,B should read 1949-'52. 280A-281A should read 1952. 280B-281B should read 1952. 656-734 should read 1954-'9.

Note 11 should read unit 424C, not 424B. Note 13 applies to both cab and booster units. Note 15 should read 137-138, originally 5337-5338. Note 21 should read Renumbered 300A,B,C, then 254A, 255A, 300B, then 249B, 255A 401C, then rebuilt to 900, 903, 727. Note 22 should list units 251B,A, not 251A,B. Note 25 refers to 418C (2nd). Note 38 should refer to units 300A-305A, 300C-305C.

Unit 401D should be inserted between 418D and 403D. 410D rebuilt to 2026. Note 39 should refer to units 301B-305B only; omit 401C and reference to its rebuilding. Note 43, omit unit 401D; 414A should read 414A,D. Omit reference to 2026. Add note 51 next to units 363A,C-365A,C; it should read 363A,C originally 275A,B (1st). ●

Not Listed in The Official Guide

by ELLIOTT KAHN

SINCE August '62 we have been serializing a list of nearly 3,000 railroads not mentioned in *The Official Guide*. They are mostly industrial lines.

All wheel arrangements (0-6-0, etc.) specify steam power unless otherwise noted. To save space we omit Co., Corp., and Inc. from most corporation titles. Also, we use these abbreviations: *AFB* (Air Force Base), *CLC* (Canadian Locomotive Co.), *des* (diesel-electric switcher of switchers), *Comm.* (Commission), *Consol.* (Consolidated), *DH* (diesel-hydraulic), *DM* (diesel-mechanical), *elec.* (electric), *F-M* (Fairbanks-Morse), *GE* (General Electric), *GM* (General Motors), *hp* (horsepower), *loco* (locomotive), *MLW* (Montreal Locomotive Works), *n.g.* (narrow gage), *Ply.* (Plymouth), *std.* (standard), and *Whit.* (*Whitcomb*).

Your compiler (75-48 183rd Street, Flushing 66, N.Y.) appreciates additions and corrections from readers.

Washington

Auburn—U.S. Army, ?
Bangor—U.S. Navy (Ammunition Dump), ?
Bellingham—Permanente Cement, ? ; Puget Sound Pulp & Timber, ?
Black diamond—Palmer Coking Coal, 36" gage.
Bremerton—U.S. Navy, ?
Camas—Crown Zellerbach, n.g. elec. locos, cars.
Concrete—Lone Star Cement, ?
Danville (Landsburg)—Palmer Coking Coal, 36" gage.
Easton—Cabin Creek Lumber, diesel-powered Climax.
Enumclaw—Weyerhaeuser Timber, 4 miles, one F-M 1000-hp des.
Everett—Koppers Co., ? ; Weyerhaeuser Timber, diesel.
Fairchild—U.S. Air Force, ?
Fort Lewis (Tacoma)—U.S. Army, ?
Hamilton—Puget Sound & Baker River Ky., 2-8-2, diesel, caboose, other cars.
Hanford—Atomic Energy Comm., ? ; Hanford Engineering Works, ?
Headquarters (Castle Rock)—Weyerhaeuser Timber, 42 miles, 6 diesels, cars, 2-6-6-2T on display at Longview.
Hoquiam—Rayonier, 18½ miles, 4 diesels, 2-6-2 on display, two 6-6-6-2T's, 3 2-6-6-2's, 2-8-2.
Longview—International Paper, ? ; Longview Fibre, diesel, Trackmobile.
McCleary—Simpson Logging, 4-wheel diesel.
Metaline Falls—Lehigh Bertland Cement, one 300-hp GE des.
Morbase—U.S. Ordinance, ?
Moses Lake (Larson AFB)—U.S. Air Force, ?
Renton—B&R Coal, 5 trolley locos, 40 wooden mine cars, 36" gage; Pacific Car & Foundry, ?
Ronald—Roslyn Cascade Coal, 4 miles, locos, 200 mine cars, 30" gage.
Seattle—Bethlehem-Pacific Coast Steel, ?; Lone Star Cement, ?
Sekiu (to Clallam)—Rayonier, 2 Baldwin 1200-hp des, 2-6-6-2T, 3-truck Willamette locos, cars; Shay on display at Forks, Wash.
Shelton—Simpson Logging, 45 miles, one Alco 660-hp des, one GM 900-hp des, 2 GM 1200-hp des.
Snoqualmie—Puget Sound & Snoqualmie Valley R.R., ¼ mile, 7 steam locos, 3 trolley cars, loco crane.
Spokane—Inland Paper, diesel, one 0-6-0; (Geo. Wright AFB), diesel.
Tacoma—copper smelter, one diesel.
Vail—Weyerhaeuser Timber, 35 miles, 3 F-M 1200-hp diesels.
Vancouver—Aluminum Co. of America, diesel; Bonnesville Power Administration, diesel; Gilmore Steel, 2 diesels, 2-6-2T, cars; Port of Vancouver, 2 diesels.
Woodland—Schurman Machine Works, n.g. 0-4-0T on display.

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West Virginia

Acme—Oglebay Norton, 6 shuttle cars, 100 mine cars, 44" gage.

Ainwick (Isaban)—Peter White Coal, 12 locos, 4 shuttle cars, mine cars, 44" gage.

Albright—Ruthbell Coal, 9 trolley locos, 360 steel mine cars, 36" gage.

Alexander—F.C. Cooke, Plymouth gas 0-4-0.

Alloy—Electro-Metalurgical Div. of Union Carbide & Carbon, 0-6-0T, diesel.

Alpoce—Slab Fork Coal, 8 trolley locos, 160 steel mine cars, 44" gage.

Amherstdale—Island Creek Coal, 21 locos, 10 shuttle cars, 880 mine cars, 48" gage.

Amigo—Amigo Smokeless Coal, 18 locos, 250 steel mine cars, 44" gage.

Amonate—Consolidation Coal, 13 mainline locos, 7 intermediate locos, 9 gathering locos, 24 shuttle cars, 800 steel mine cars, 44" gage.

Arthurdale (Reedsville)—D&S Mining, 6 locos, 100 mine cars, 42" gage; Zinn Bakertown Coal, 3 locos, 40 mine cars, 42" gage.

Auville (Jaeger)—Dry Pocahantas Coal, locos, mine cars, 44" gage.

Baileysville—Robinson Phillips Coal, locos, mine cars.

Barrett—Eastern Gas & Fuel Associates, 15 trolley locos, 13 shuttle cars, 290 mine cars, 42" gage.

Bartley—Island Creek Coal (No. 6 Mine), 12 miles, 9 locos, 14 shuttle cars, 450 mine cars, 48" gage; some company (No. 1 mine), 21 locos, 12 shuttle cars, 692 mine cars, 48" gage.

Beards Fork—Ranger Fuel, 10 locos, shuttle cars, 280 steel mine cars.

Beckley—New River State Park, 800 ft., battery elec. loco, passenger cars; Penna. Glass Sand, 3 or 4 Ply. DM 0-4-0's, 30 dump cars. 36" gage.

Bergoo—Bergoo Corp., 18 trolley locos, 8 shuttle cars, 325 steel mine cars, 80 wooden mine cars, 42" gage.

Berkeley County (Martinsburg)—Jones & Laughlin Steel, ?

Benwood—Wheeling Steel, ?

Berwind (Squire)—Jacobs Fork Pocahontas Coal, locos, mine cars, 48" gage; New River & Pocahontas Consol. Coal, 44" gage.

Beverly—Ohio Power, ?

Bishop—Consolidation Coal, 16 mainline locos, 10 intermediate locos, 11 gathering locos, 1000 steel mine cars, 44" gage.

Black Wolfe (Pageton)—Nassau Coal, 9 trolley locos, 8 shuttle cars, 200 steel mine cars, 44" gage.

Blue Pennant—Glogora Coal, locos, 300 steel mine cars, 44" gage.

Bower (Gilmer)—Guardian Coal, 3 locos, 4 shuttle cars, mine cars, 42" gage.

Buckhannon—F.C. Cook Lumber, gas 0-4-0 ; Phillips Brick Yard, 400 ft., 4-wheel battery elec. loco, cars; Reppert-Fairmont Coal, 3 miles, gas 0-4-0, 7 shuttle cars, mine cars, 36" gage.

Burk (Kingwood)—Calvert Mining, locos, 200 mine cars.

Burnwell—Imperial Colliery, trolley locos, shuttle cars, 65 mine cars.

Byrne (Jordon)—Consolidation Coal (Mountaineer Coal Div.), 12 trolley locos, 16 shuttle cars, 225 steel mine cars, 42" gage.

Cabin Creek Junction—Appalachin Power, ?

Cane Fork (Eskdale)—Imperial Colliery, trolley locos, shuttle cars, 300 steel mine cars, 44" gage.

Cannelton—Cannelton Coal, 18 shuttle cars, 375 mine cars.

Captina—Captina Operating, ?

Cascade—Preston County Coal & Coke, 4 miles, trolley locos, steel and wooden mine cars, 44" gage.

Cass—Cass, Greenbrier, Cheat, & Bald Knob, 12 miles, 3 three-truck Shays, cars.

Cassity—Three Fork Sewell, 15 locos, 435 mine cars, 42" agge.

Cedar Grove—DuPont, one GE 380-hp des, several hundred tank cars; Elect. Metalurgical Div. of Union Carbide, 2 GE 380-hp des, cars.

Century (Buckhannon)—Hacker's Creek Coal, 3 shuttle cars.

Century—Queen Bros. Coal, 2 locos, 50 mine cars.

Charleston—Midwest Steel, ?

Cirtsville—Mabel Eagle Coal, 4 shuttle cars.

Clarksburg—Electric & Machine Supply, ?

Cleve—Charleston Coal, shuttle cars.

Clifftop—Royalty Smokeless Coal (Medo Mine), 6 shuttle cars, locos, mine cars; Royalty Smokeless Coal (Royalty Mine) locos. & mine cars 42" gage.

Clothier (12 miles away)—Westmoreland Coal, 4 shuttle cars.

Coalton—Silvester Bros. locos, mine cars.

Compass—Clinchfield Coal(Compass No. 1 Mine), 14 shuttle cars; Clinchfield Coal (Compass No. 3 Mine), 10 shuttle cars.

Cornelia (Summerville)—Pearless Eagle Coal, 14 shuttle cars.

Crown Hill—Riverton Coal, shuttle cars.

Crumpler—United Pocohontas Coal, 28 locos, 8 shuttle cars, 725 mine cars, 48" and std. gage.

Cunard (Brooklyn)—Southern Coals, 17 locos, 340 mine cars, 44" gage.

Dawson Mine (Clarksburg)—Galloway Land, 22 locos, 8 shuttle cars, 245 steel mine cars, 42" gage.

Dola—Clinchfield Coal, 12 shuttle cars; Rafford Coal, shuttle cars Robey Run Coal, loco, 6 mine cars, 44" gage.

Dorset (Flemington)—Blue Ridge Coal, 2 locos, 35 mine cars, 42" gage.

Drennen (Swiss)—Bucks Garden Coal, 3 shuttle cars.

Dundon—Georgia-Pacific Corp., two 2-8-2's.

Earling (Lyburn)—Elkay Mining, 4 locos, 4 rail cars, 6 shuttle cars, 118 mine cars, 44" gage.

East Gulf—Winding Gulf Coals (East Gulf Mine), 12 trolley locos, 7 shuttle cars, 600 steel mine cars, 44" gage; Winding Gulf Coals (Winding Gulf Coals No. 4 Mine), locos, mine cars.

East Steubenville—Wheeling Steel, diesels, cars.

Eccles—Eastern Gas & Fuel Associates, 5 locos, 11 shuttle cars, 276 steel mine cars.

Edna—South Union Coal, 8 trolley locos, 205 steel mine cars, 42" gage.

Elda (Thacker)—Crystal Block Coal & Coke, 6 locos, 130 drop-bottom mine cars, 48" gage.

Elk City (Barbour Country, nearest P.O. is Buckhannon)—Bay State Mining, locos, mine cars.

Elm Grove—Valley Camp Coal, 12 trolley locos, 225 steel mine cars, 42" gage.

Elkins—Mason Lumber, one steam tank loco.

Emmett—Island Creek Coal, 10 locos, 12 shuttle cars, 750 steel mine cars, 44" gage.

Empire (Kayford)—Oglebay Norton (No. 3 Mine), 2 locos, 24 mine cars, 44" gage; Oglebay Norton (No. 4 Mine), 3 locos, 4 shuttle cars, 12 mine cars, 44" gage.

Eskdale—Youngstown Mines, 17 trolley locos, 13 shuttle cars, 611 steel mine cars, 48" gage.

Ethel—Ethel Chilton Mines, locos, mine cars.

Eunice—Oglebay Norton, 2 locos, 8 mine cars, n.g.

Fairmont—Sharon Steel, ?

Fairview—Consolidation Coal (Mountaineer Coal Div.) (Loveridge Mine), 6 50-ton GE elec. locos, 180 differential 20-ton mine cars, all m.g.; 12 shuttle cars, all 42" gage.

Farmington — Consolidation Coal (Mountaineer Coal Div.), 19 trolley locos, 21 shuttle cars, 224 mine cars, 44" gage.

Ferndale (Garrison)—Dorothy Coal, 17 locos, 300 mine cars, 42" gage.

Fenwick—Ely-Thomas Lumber, 2 three-truck Shays, several log cars.

Filbert—U.S. Steel, locos, mine cars, 48" gage.

Fireco—Meadows Coal, 5 locos, 65 mine cars, 44" gage.

Flemington—George-Lee Coal, 2 locos, 35 mine cars; McGraw Fuel, 2 locos, 50 mine cars, 42" gage.

Follansbee—Follansbee Steel, diesel; Wheeling Steel, ?

Four States—Rochester & Pittsburgh Coal, 18 trolley locos, 17 shuttle cars, 251 steel mine cars, 44" gage.

Galloway—Albert Coal Mining, shuttle car.

Gary—U.S. Steel (Gary contour mine), locos, cars, 48" gage, and (Gary No. 10 Mine), ?

Gilmer—Rochester & Pittsburgh Coal, 5 locos, 7 shuttle cars, many mine cars.

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Glasgow—Appalachin Power, ?
Glenalum—Ames Coal, 7 miles, 13 locos, 44" gage; 300 mine cars, 44" and std. gage.
Golden Ridge (Monterville)—Bethlehem Mines, ?
Graham Station—Central Operating, ?
Graham—Vanadium Corp. of America, ?
Granttown—Eastern Gas & Fuel Associates, 23 locos, 29 shuttle cars, 1456 mine cars.
Granville (Osage)—Christopher Coal, 12 trolley locos, 12 shuttle cars, 225 steel mine cars, 42" gage.
Green Spring—Koppers Co., ?
Hampshire (Keyser)—Masteller Coal, rail buggies, 42" gage.
Hampton Mines (Madison)—Westmoreland Coal, 10 shuttle cars.
Harewood (Longacre)—Semet-Solvay Div., Allied Chemical, ?
Hartland (Bickmore)—Chemical Coal, 3 locos, 20 pit cars, 42" gage.
Hartland—E.L. Osborne, 3 locos, 30 wooden mine cars.
Hawley (Beelick)—Fire Creek Fuel, 5 locos, 140 mine cars, 44" gage.
Helen—Eastern Gas & Fuel Associates, 10 shuttle cars.
Hodgesville—Pecks Run Coal, 6 miles, 4 trolley locos, 3 shuttle cars, 25 steel mine cars, 10 wooden mine cars, 48" gage.
Holden—Island Creek Coal, 12 trolley locos, 16 shuttle cars, 560 mine cars, 4½" gage.
Howesville—Kray Coal, 4 trolley locos, 100 mine cars, 48" gage.

(*Continued in next issue*)

Corrections and Additions

NEW YORK: Tonawanda—should read Niagara Power (not Paper).
NEVADA: Gerlach—U.S. Gypsum, same operation as at Empire.
NORTH CAROLINA: R. F. Foreman Lbr., one gas 0-4-0, several log cars, 42" gage; Gum Neck (Frying Pan Landing)—Butler Bros. Land & Timber, one gas 0-4-0, log cars, n.g. (instead of as listed); Moncure (not Monclure)—Carolina Power & Light, one GE 35-ton des, one steam loco crane; South Mills (5 miles north of)—Meigs & Sawyer Lbr., one gas 0-4-0, log cars; Wilmington—Carolina Power & Light, one GE 150-hp des.
OHIO: Carey—operation listed as France Stone, actually is National Lime & Stone, 2 Ply. DM 0-4-0, one Ply. D-H 0-6-0, 2 loco cranes, all std. gage; 2 Ply. gas 0-4-0's, cars, 36" gage; Carey—Wyandot Dolomite, one Ply. gas 0-4-0; Findlay—National Lime & Stone, one Ply. DM 0-4-0; Lima—National Lime & Stone, 2 Ply. gas 0-4-0's, cars, 36" gage; Marion—Ohio Edison (10 miles), one Ply. D-H 600-hp, one loco crane; Spore (Bucyrus)—National Lime & Stone, 2 Ply. diesel 0-4-0's, one loco crane; Worthington—Columbus, Delaware & Marion (corrected list), one 4-6-2, one 0-4-OT, 4 interurbans, 4 street cars, one gas-elec., railcars, one flat trolley motor, one elec. loco, one coach, one boxcar, several m. of w. push cars.
PENNSYLVANIA: Ambridge—A. M. Byers, 3 (not 1) GE des; Aspinwall—John F. Casey Co., one 5-ton Ply, gas 0-4-0, one 24-ton gas 0-4-0, several flatcars, std. and n.g. side dump cars; Ashland (correction)—Pioneer Tunnel, one 0-4-OT, 6 coal-coach cars, 2 coal cars, 36" gage; Coaldale—Lehigh Coal & Nav., trolley locos, cars; Cornwell's Heights—Penn Salt, no loco; E. Pittsburgh—Deitch Co., 2 BLW 350-hp des, one BLW 660-hp des, few 12-wheel gons; Eddystone—General Steel Castings, 3 or 4 Whit des.
Homestead—Mesta Machine, 2 fireless 0-6-0's; Lawrenceville—Westinghouse, one diesel; Locust Summit (listed as Locustdale)—Phila. & Rdg. Coal, one 0-8-0, 3 elec. locos, cars; Natrona—Penn Salt, no loco.
Philadelphia—General Electric, one GE des; Gulf Oil, one loco; Union Tank Car, one or more Whit. diesels, hundreds of tank cars; Pine Cove should read Pine Grove.
Pittsburgh—Allegheny Asphalt, one Whit. diesel, one home-made diesel, several hoppers; Duquesne Light (Brunot's Light Sta.), two fireless 0-4-0's, 2 dump cars, std. gage; 2 trolley dump motors (5' 2½" gage); 2 trolley motors (24" gage); Union Steel Castings Div. of Blaw Knox, one diesel 0-4-0; St. Nicholos—Read Anthracite, 2 trolley locos, cars; Sharpsburg—Deitch Co., one 400-hp Whit. des; Sunbury—Arlington Mills is non-existent; Wanamie—Glen Alden Coal, three 0-4-OT's, cars; West Conshohocton—Allentown Portland Cement no longer has any equipment.
SOUTH CAROLINA and GEORGIA: Allan—Atomic Energy Comm. (Savannah River Plant), 5 Alco 1500-hp des, 2 GE 44-ton des, cars; Charleston—Koppers Co., several gas 0-4-0's, cars; Conaaree—Penna. Glass Sand, two gas 0-4-0's; Harleyville—Carolina Giant Cement, one or more diesels; Liberty—Campbell Limestone, one Heisler; Rock Hill, textile plant, one 0-4-OT; St. Stephens—Santee Hardwood (corrected list), one Porter 380-hp des, one gas 0-4-0 (made from Army truck), several log cars.
TENNESSEE: Old Hickory—DuPont, diesel.
TEXAS: Eagle Lake—Texas Const. Materials (2 or 3 miles), one GM 600-hp des; Ft. Hood (Killeen)—U.S. Army, one GM GP-7; Galveston—Continental Grain (originally listed unknown); Pelican Island (Galveston)—Todd Shipyards (2 miles), one gas 0-4-0, dozen or so loco cranes, 3 cars; Ramsey—gravel company, one Whit. des; Weedville—Jefferson Lake Sulphur, one 150-hp gas.
VIRGINIA: Richmond—DuPont, diesel; Virginia Electric Power, one fireless 0-4-0.

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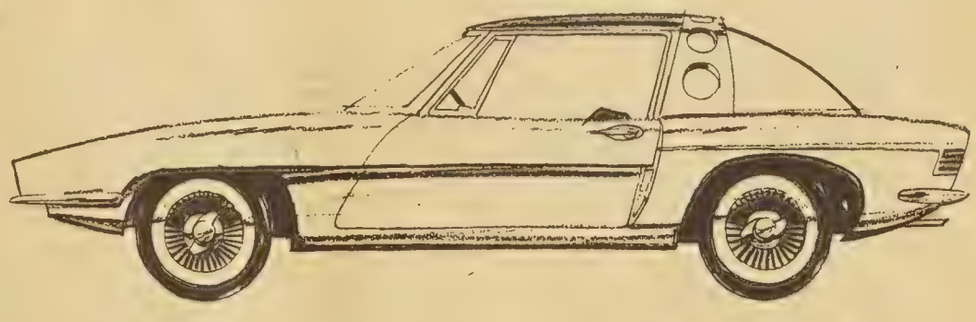

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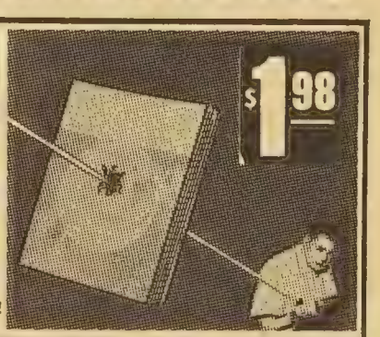

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Shortlines of New England

Locomotive roster compiled by Sy Reich

Aroostook Valley Railroad

RR. Class	Road Numbers	HP	Builder	Bldr.'s Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
.....	10-11	380	GE	44-ton	B-B	26,500	88,000	1945	
.....	12	400	GE	44-ton	B-B	27,000	88,000	1949	

Belfast & Moosehead Lake Railroad

.....	50-51	600	GE	70-ton	B-B	41,300	140,000	1946	
.....	52	600	GE	70-ton	B-B	41,300	140,000	1951	

Central Vermont Railway

GR-17j	4547-4557	1750	GM-EMD	GP9	B-B	47,000	245,000	1957	
GRG-17k	4923-4927	1750	GM-EMD	GP9	B-B	47,000	251,500	1957	
GRG-17s	4928-4929	1750	GM-EMD	GP9	B-B	47,000	251,500	1957	
MS-10a	8093-8095	1000	Alco-GE	S2	B-B	34,000	230,000	1941	1
MS-10b	8162	1000	Alco-GE	S4	B-B	34,000	229,700	1951	2
MS-10d	8027	1000	Alco-GE	S4	B-B	34,000	229,700	1953	
MS-10j	8080-8081	1000	Alco-GE	S4	B-B	34,000	232,190	1955	

Clarendon & Pittsford Railroad

.....	10-11	398	Whitcomb	44-DE-18-A	B-B	25,000	100,000	1945	

Claremont & Concord Railway

.....	9	600	GE	70-ton	B-B	35,000	140,000	1949	3
.....	12	600	GE	70-ton	B-B	35,000	140,000	1948	29
.....	13	380	GE	44-ton	B-B	22,000	88,000	1940	4
.....	15	380	GE	44-ton	B-B	22,000	88,000	1943	4
.....	17	400	GE	44-ton	B-B	22,000	88,000	1951	5
.....	18	380	GE	44-ton	B-B	22,000	88,000	1940	6
.....	23	600	GE	70-ton	B-B	35,000	140,000	1946	8

Fore River Railroad

.....	10	300	GE	44-ton	B-B	22,000	88,000	1947	
.....	15-16	600	GE	70-ton	B-B	35,000	140,000	1941	7
.....	One unit			(Specifications and disposition unknown to us)					

Grafton & Upton Railroad

.....	9-10	380	GE	44-ton	B-B	22,000	88,000	1946	
.....	1001	1000	Alco-GE	S4	B-B	57,500	230,000	1952	

Hoosac Tunnel & Wilmington Railroad

.....	16	380	GE	44-ton	B-B	22,000	88,000	?	
.....	18	380	GE	44-ton	B-B	22,000	88,000	1940	6
.....	20	600	GE	70-ton	B-B	35,000	140,000	?	9

Montpelier & Barre Railroad

.....	19	600	GE	70-ton	B-B	35,000	140,000	?	
.....	20	380	GE	44-ton	B-B	22,000	88,000	?	9
.....	21	600	GE	70-ton	B-B	35,000	140,000	?	30
.....	22	600	GE	70-ton	B-B	35,000	140,000	?	10
.....	25-26	660	Alco-GE	S1	B-B	49,750	199,000	1944	11
.....	27-28	600	GM-EMC	SW1	B-B	49,500	198,000	1939	12
.....	30	380	GE	44-ton	B-B	22,000	88,000	?	13

Moshassuck Valley Railroad

.....	8	?	GE	50-ton	B-B	25,000	100,000	1950	
.....	9	?	GE	65-ton	B-B	32,500	130,000	1942	14

Narragansett Pier Railroad

.....	30	?	Plym.	ML-6	?	15,000	60,000	1937	
.....	38	235	GE	35-ton	B	21,000	71,000	1958	
.....	?	150	Plym.	?	B	17,500	70,000	?	15

Portland Terminal Company

DS-2d	1001-1003	600	Alco	HH 600	B-B	50,000	197,300	1936	16, 17
DS-2d	1004	600	Alco	HH 600	B-B	50,000	197,300	1938	17
DS-3b	1005	660	Alco-GE	S1	B-B	49,125	196,500	1941	
DS-3b	1006	660	Alco-GE	S1	B-B	49,475	197,900	1945	17
DS-3b	1007-1008	660	Alco-GE	S1	B-B	49,475	197,900	1949	
DS-4b	1051	1000	Alco-GE	S2	B-B	57,750	231,000	1941	
DS-4b	1052	1000	Alco-GE	S2	B-B	57,750	231,000	1943	17
DS-4b	1053	1000	Alco-GE	S2	B-B	61,800	231,000	1947	17
DS-4b	1054	1000	Alco-GE	S2	B-B	61,800	231,000	1949	
DS-4b	1055-1058	1000	Alco-GE	S4	B-B	61,800	247,200	1950	
DRS-3d	1081	1500	GM-EMD	GP7	B-B	61,650	246,600	1950	18
DRS-1f	1082	1800	Alco Pr.	RS-11	B-B	61,675	246,700	1956	19
DS-3b	1101	660	Alco-GE	S1	B-B	49,230	196,420	1950	20

Quebec Central Railway

(Owns no equipment; uses Canadian Pacific locomotives.)

Rutland Railway

DRS-1	401-405	1000	Alco-GE	RS-1	B-B	72,000	242,400	1951	21
DRS-6a	200-201	1600	Alco-GE	RS-3	B-B	62,000	249,000	1950-'1	
DRS-6b	202-204	1600	Alco-GE	RS-3	B-B	62,000	247,600	1951	
DRS-6c	205-208	1600	Alco-GE	RS-3	B-B	62,000	246,500	1952	
DES-2	500	600	GE	70 ton	B-B	41,300	137,600	1951	

St. Johnsbury & Lamoille County Railroad

.....	Six units	600	GE	70-ton	B-B	35,000	140,000	1947-'51	22

Springfield Terminal Railway

2		380	GE	44-ton	B-B	26,400	88,000	1956	23

Union Freight Railroad Owns no motive power; uses NYNH&H locos. (Continued on page 63.)

SWITCH LIST

THESE items are published free and in good faith but without guarantee. Keep with 28 words, including your name and address. Use abbreviations such as *tts.* (timetables), *emp. tts.* (employees timeables, *b&w* (black and white), and SSE (send 5¢ stamped envelope for list or details).

A tight printing schedule compels us to close the *Switch List* a long time before publication date. As this magazine hits the newsstands, our next department is already closed. Entries for Dec. issue (out Oct. 4) should reach us not later than July 19, stating:

(1) sizes of pix, (2) whether steam, diesel, or what, (3) if a list is available, and (4) condition of books or magazines you offer.

If you want pen pals, state your own special interests so that they will know what to write about.

Write each item plainly or pen-print or typewrite it on a postcard or separate sheet of paper—not buried in a letter dealing with other matters. We discard items hard to read. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York 17, N. Y.

HOWARD AMELING, 807 Court St., Fremont, O., sells steam pix, 3½x5 to 8x10, NKP, B&O, W&LE, CNR, N&W, BC&G, DM&IR, shortlines; list 10¢.

DICK ANDERSON, 426 W. 8th St., Sioux Falls, S.D., buys emp. tts., tr. orders, pix CNW, CSPM&O, M&SL, back issues Railroad Magazine.

GEO. ARDELEAN, 158 N. Western Ave., Lake Forest, Ill., sells North Shore emp. tts. (SSE).

A. BABA, Gen. Del., Monterello, Calif., wants rr. and interurban stamps issued used for newspaper or parcel shipments, also baggage stamps.

CHAS. BALLARD, Box 3, Poestenkill, N.Y., wants info. on Chateaugay Railroad.

BOB BECK, 439 Shoreland Dr., Racine, Wis., sells CNS&M tts., 35mm color slides. (SSE)

ED BERGMAN, 5824 Frances St. Omaha, Neb., will sell bound monthly editions RMS tr. schedules for '96, '99 Ill., Ia., Neb., Wyo., plus Chi. trolley RPO schedules, all bound in one volume, $65.

WM. BIESECKER, 2263 Lafayette St., North Bell more, N.Y., wants pix DL&W station in Washington, N.J., showing lunch counter, and Hackettstown enginehouse, both about 1912.

BOB BOWES, 4280 Alden Dr., Minneapolis, Minn., wants st. ry. badges, buttons, stocks, etc.

JOHN BROMLEY, 32 North Drive, Scarborough, Ont., Canada, trades 35mm color originals of Toronto trolleys for those elsewhere.

HAROLD BUCKLEY, Jr., Box 203, Silver Spring, Md., wants slides SAL, ACL, FEC, B&O, PRR.

J.T. BRADFORD, 14 Bathgate Bay, Winnipeg, Man., Canada, wants 3½x5½ or larger steam pix, all rrs. Trades for emp. tts. ,tr. orders.

JOHN BURROWS, 216 Mary Ave., Missoula, Mont., sells railroadiana, large collection, list 10¢.

BOB BUSH, 1023 Colonial Blvd. N.E., Canton, O., wants Fleming's "Narrow Gauge in America."

JIM BUSINGER, 4251 Colorado Ave., Sheffield (Lorain), O., trades trolley tokens, brass uniform buttons.

PAUL CABLECK, 2549 California Ave., Dayton, O., buys, trades for pix, negs., slides, movies C&LE, Ohio Elec., Dayton & West., CH&D, Cleveland Elec. Lines, WCF&N, Crandic.

WARREN CALLOWAY, Box 144, Rte. 1, Cary, N.C., sells 3½x5 diesel pix SAL, SOU, NS, D&S, A&R. List, sample 10¢.

RON CHANDLER, 92 School St., Sanford, Maine, wants New England pen pals; answers all mail.

DON CLARK, 140 E. Kelly St., Augusta, Kan., buys, sells railroadiana, pix 3x5 and 8x10, tkts., tariffs, etc.; list 5¢.

CHAS. COMERFORD, King's Highway, Valley Cottage, N.Y., wants to hear from fans interested in starting rr. club for boys 9-13. (SSE)

JOHN COOSHEK, 455 W. 26th Ave., Vancouver, B.C., Canada, sells PGE emp. tt. No. 79, mint.

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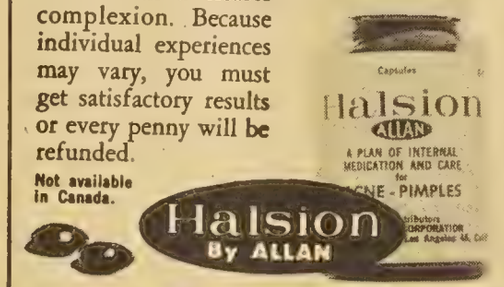

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HENRY COSENTINO, 48 Cushing St., Medford, Mass., wants any size trolley or diesel negs. or slides.

L.P. CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa., wants addresses of Robt. Bedford, formerly Johnstown, N.Y. and Mark Meyer, Wisc.

JIM CUNNINGHAM, 185 W. Brentwood St., Detroit, Mich., buys orig. steam negs., size 116 or larger, C&EI, ALTON, KCS, NC&SL, L&N, most rrs. in south.

OWEN DAVIES, 1214 N. LaSalle St., Chicago, Ill., buys and sells much railroadiana; list 10¢.

HOWARD DAVIS, 220 Richards St., Pittsburgh, Pa., trades stamp albums and back issues Railroad Magazine, for other back issues same magazine.

JACK DAVIS, 347 Eckard Ave., Akron, O., sells back issues Railroad Magazine, Ry. Progress, Ry. Mech. Engineer, R&LHS Bull. (SSE).

HOWELL DAY, 300 Vail Ave., Dunellen, N.J., wants car bldrs., loco bldrs. cyclopedias, rr. bks., info. and pix of inspection locos.

FRANK DELARM, 25 Longmont St., Providence, R.I., sells Old Colony RR stocks, bonds, list 10¢.

GEO. DENZENE, 509 E. 6th St., Albert Lea, Minn., wants '33-'35 Off. Guides or '33-'35, M&SL and CGW tts.

FRANK DIFALCO, 31 Ringgold St., Haverhill, Mass., sells New Engl. diesel pix. (SSE) Wants negs. BL2's, Baldwin, FM cab units, unusual diesels.

DICK DIPPING (age 10), 3906 N. Richmond St., Chicago, Ill., wants pen pal interested in steam.

KARL EHRKE, 99-50 64th Ave., Rego Pk., N.Y., sells LIRR tkts., tts., PRR pre-'35 tts., trolley transfers. Wants Russian rr. info.

CARL ELLERMAN, R.D. 1, Landisburg, Pa., buys b&w broadside and 3/4 views D&H, RDG steam, sizes 120, 616, p.c.

CLARENCE FISHER, 1035 Ohio St., Long Beach, Calif., will buy old telegraph key and sounder.

JACK GARCIA, 1227 N. Formosa, Los Angeles, Calif., trades slides LAMTA for CNS&M slides, negs.

PAUL GARDE, Green Mountain Falls, Colo., sells 35mm slides NYC steam, many other slides, very long list 35¢.

DAVE GAST, 1126F W. 4th St., Mesa, Ariz., wants info., pix 30"-gage rrs.

SONDRA GAST, 1126F W. 4th St., Mesa, Ariz., wants pix PE Mt. Lowe Div., other PE railroadiana.

TED GAY, 6 Northview Dr., Morris Plains, N.J., buys orig. 8mm steam movies. Sells p.c. size orig. negs. Western rrs. taken 20-30 yrs. ago.

L. P. GILLUM, 519 Claremont Ave., West Chicago, Ill., wants history of Midland Continental loco 103.

GENE GLENDINNING, 11455 73rd Pl., LaGrange, Ill., sells C&WI, GTW, GM&O, M&NE railroadiana, emp. tts., passes, cancelled checks. (SSE)

WM. GORDON, 811 Garson Ave., Rochester, N.Y., will sell bk. on BR&R & Lockport Div. of International Ry.

ED GORECKI, 490 Rahway Ave., Woodbridge, N.J., sells set of 10 PRR pix, size 127.

JOHN GREEN, 719 N. Elmwood Ave., Oak Park, Ill., sells interior pix contemporary streamlined passenger trs. List, sample 25¢.

PAUL GREENBURG, 2307 Wellesley Ave., Los Angeles, Calif., will buy copy of Beebe's book, "When Beauty Rode the Rails."

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif., buys, trades rr. stock certificates.

K.S. GUDGEON, 531 E. 20th St., New York, N.Y., wants small NYC pix steam, diesel, pass., frt.

E. HALEY, 33 Foster St., Newark, N.J., will sell Railroad Magazine 1929-'62, entire lot only.

FRED HALL, 411 E. St., Lincoln, Neb., wants any size steam pix, info., on steam stored in Neb.

DON HAMILTON (asst. loco fireman, age 18), Park Rd., Kati Kati, Bay of Plenty, New Zealand, wants pen pal anywhere to trade info., pix, slides.

GRAHAME HARDY, Box 622, Carson City, Nev., buys and sells much railroadiana; list 10¢.

WALT HARRIS, 1668 Brandon Ave., S.W. Roanoke, Va., sells back issues Railroad Magazine, Trains, British, US mdl. mags., bks.; list free.

L.J. HENDRICKS, 125 S. 34th St., Boulder, Colo., wants info., pix, negs., any size, IT steam Nos. 2-5, 10, 13, 24-26.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill., trades 35mm Kodachrome slides locos, cabooses, interesting cars.

LOUIS HENNICK, 2124 Fairfield Ave., Shreveport, La., will sell bound Railroad Magazine, 1929 to Vol. 71, fine cond.

HAROLD HENRE, 1302 N. 28th St., Kansas City, Kan., sells tts., 1903-'15, Eastern, Western rds. (SSE)

JIM HEROLD, 294 Forest Drive, Union, N.J., wants LV timetables.

J. HICKEY, 23 Railway St., Corrimal, New South Wales, Australia, wants pen pals to swap railroad material and information.

HAROLD HOLLAND, 425 Miradon St., New Orleans, La., trades Baldwin steam erection drawings for pix N&W, NYC, NC&SL.

CHRIS HOLOMBO, Star Rte., Bruce Crossing, Mich., plans trip to Northwest. Wants info. on steam, incl. lbr. rrs., to be seen there.

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JOHN HOMEWOOD, 11236 S. Miller Rd., Whittier, Calif., wants "Life Is Like Mt. RR.," words, music.

AL HUDSON, 128 Hann Dr., Birmingham, Ala., wants pix, info. on E. Mass. St. Ry., Houston Elec., Springfield (Mass.) Ry., Community Traction, Lorain St. Ry., and Wheeling cars used by Birm. Elec.

TEX HUDSON, 4760 N. Durfee St., El Monte, Calif., trades emp. tts., tts., rosters, railroadiana.

P. IHRMAN, 241 N. 6th St., Paterson, N.J., wants pix GP20 demonstrators on NYS&W.

BOB INGHRAM, Box 194, Chesapeake, O., will sell or trade steam brake valve from C&C No. 71; wants Kelly's Creek rr. pix, slides, engs.

PETER JOHNSON, 2635 Girard Ave. N., Minneapolis, Minn., wants 35mm color slides, b&w action pix C&NW 4-8-4, also C&NW bldrs. plates.

R.T. JOHNSON, 345 Elm Park Ave., Elmhurst, Ill., wants pix, hardware, paper material on GTW after 1925.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y., sells back issues Railroad Magazine, Trains, mdl. mags., R&LHS Bulls., etc. (SSE) Buys collections of such mags. and Bulls., good cond.

RON KEAGLE, Box 405, Glen Lake, Minn., sells 8x10 action steam pix DM&IR 2-8-8-4, B&HS 2-6-2, D&NE 2-8-0, etc. M&SL, SOO, B&HS, C&NW wrecks; list 25¢.

SHELDEN KING, 308 W. Clinton St., Elmira, N.Y., sells copies of these books: "Elmira Trolleys" and "Glen Route."

HARRY KELSO, P.O. Box 42, Pittsburg, Kan., will give 3½x5½" photo of Joplin & Pittsburg Ry. trolley or old steam loco pix in trade for 2 old annual rr. passes.

BASIL KOOB, Box 279, Ft. Dodge, Iowa, says he will give free 35mm color slide MC&CL or CA&E interurban cars to all who write. Specify which.

G. KOZAK, 14017 Otsego St., Sherman Oaks, Calif., sells Death Valley RR. bonds, switch locks with keys. (SSE)

S.R. KRAUSE, 8404 Topping Rd., Pikesville, Md., sells emp. tts., tts., tr. orders, rule bks., passes, misc. items. (SSE)

RON KUPIN, 183 E. Mosholu Parkway, Bronx, N.Y., will sell 100 diff. transfers, pre-1952, $1.10; also other sets, tts., maps.

JEROME LACHAUSSEE, 706 Jackson Ave., Pascagoula, Miss., wants any size negs., pix L&N depots, esp. NO&M sub div.; L&N steam, diesels.

KEN LAW, 9 Pleasant St., New Milford, Conn., wants anything on Suncook RR. out of Concord, N.H., and Shepang RR. out of Danbury, Conn.

Mrs. THEO. LEAZENBY, RR. 9, Box 126, Hunters Rd., Indianapolis, Ind., daughter of Benj. Whitaker, W&LE brakeman killed in rr. accident in '18, wants to hear from kin or friends of her late mother whose maiden name was Mary Stanley. Mrs. L. (Elizabeth) raised by adoptive parents, asks where she was born, etc.

PAUL LEVASSEUR, Middleboro Rd., East Freetown, Mass., sells any size pix rrs., trolleys. (SSE)

FRANK LITZENBURG, 1807 Alberti Dr., Silver Spring, Md., sells 3½x5 pix B&O, C&O diesels. Wants 35mm negs. C&O BL2's. (SSE)

JOHN LOCKE, 428 Prospect Ave., Hackensack, N.J., sells steam pix, p.c. or larger, Erie, NYS&W, CNJ, RDG, PRR, shortlines, etc.

BOB LORENZ, 1939 Whittaker Dr., Fremont, O., sells pen-and-ink drawings, 12x16, of NYC 4911, PRR 460, and D&RGW 487 and 476 with Silverton train, suitable for framing.

WILL LOVE, 817 8th Ave. W., Birmingham, Ala., wants pix Thomas Iron Co., esp. Champion No. 10.

GLEN MADER, 805 Veck St., San Angelo, Tex., will sell 48 mdl. rr. mags. and Beebe's "Hear the Train Blow." (SSE)

DICK MARLATT, Gaass Hall, Pella, Iowa, will sell '61 Off. Guide, M&SL tr. orders.

RALPH MARSON, 29724 Norma, Warren, Mich., buys back issues Railroad Magazine, Trains, ERA Headlights, CERA, NRHS Bulls., Off. Guides, etc.

(Continued on page 64)

Big 3 Bargain Sale

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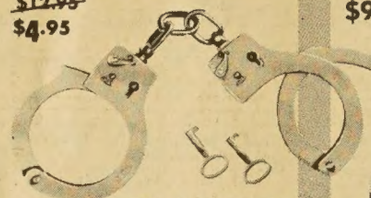

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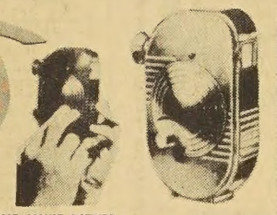

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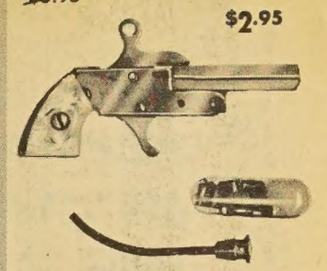

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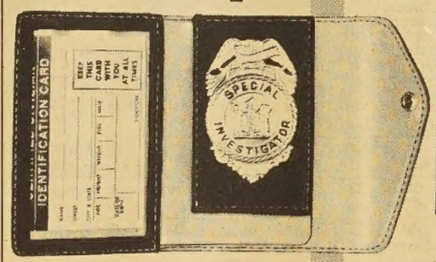

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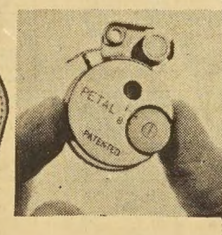

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Finest quality with reinforced backs and pins for heavy duty. A quick flash of one of these gleaming, official-looking badges instantly shows who has the power! Your choice: Special Officer, Deputy Sheriff, Constable, Watchman, Sheriff, Police, Special Police, Private Detective, Civilian Defense, Special Investigator. Standard size: **$1.98.** Miniature: **$1.28.**
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22 Cal. Blank Cart.
6 Shot Revolver
No Permit Required
"BLACK VENDETTA"
Imported from ITALY
Latest model, not a toy. Gun is of solid steel construction. Impressive looking white pearl-like handles. Fires 6 rounds in 2 seconds! Double or single action. Precision crafted, 5½ inches long. Ideal for stage, sporting events, boating, protection. Revolver $5.95, deluxe leather holster $2.25.

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Warwick Railway (Locomotives 1900-'62)

.....	1295,1297	200	RI Co.	Electric	B-B	15,000	60,000	1908	24
.....	100	200	GE	Electric	B-B	12,500	50,000	1915	25
.....	101	460	GE	Gas-Elec.	B-B	17,500	70,000	1924	26
.....	102	200	GE	Electric	B-B	15,000	60,000	?	27
.....	103	150	Plym.	Gas-Mechan.	B	17,500	70,000	?	15
.....	104	300	Atlas	Diesel-Elec.	B-B	26,000	104,000	1942	28

New England Roster Notes

Roster based on data from Manager, AVR; Receiver, Tennessee RR.; General Auditor, B&ML; Supt. M.P. and C.E., CV; Supt. C&P; Pres., Narragansett Pier RR.; Gen. Mgr., PT; Manager, QC; Chief Clerk, M.M.'s Office, RUT; Supt., ST; Pres., Warwick Ry; Jerry A. Pinkepank, and Robt. Jennings.

It is generally accurate as of Nov. 1, 1962, but some data is missing. Anyone with authentic information is asked to help us fill in the blanks.

For our purpose, a shortline railroad is defined as a common carrier railroad listed in either the Official Guide or the Pocket List and whose total route is less than 400 miles.

(1) 8093-8095 ex 7917-7919.
(2) 8162 was 8015, formerly 7615.
(3) Ex Sanford & Eastern.
(4) Shipped to Liberia (Raymond Constr. Co.).
(5) Rebuilt in 1956.
(6) Originally B&M 112, then HT&W 18, then C&C 18.
(7) Steeple-cab unit.
(8) Sold to NYCTA as their SBK 13. Renumbered 20009. Originally Saratoga & Schuylerville 11, then C&C 23. Spent most of its time on HT&W.
(9) Originally B&C 15, then sold 12/56 as M&B 20; sold to HT&W as No. 20; disposition unknown.
(10) Leased to Rock of Ages.
(11) Originally B&M 1164, 1163, sold to M&B in 1959.
(12) Originally B&M 1109, 1110, sold to M&B in 1960.
(13) Shipped to Liberia. (Raymond Constr. Co.)
(14) Purchased second-hand.
(15) Warwick Ry. 103, originally belonged to Narragansett Pier RR.
(16) 1001 scrapped.
(17) Leased from Maine Central.
(18) Sold to MEC, renumbered 581.
(19) Sold to MEC, renumbered 802.
(20) Originally Greater Portland Development Comm. 661, purchased in 1958.
(21) 400 sold to the Tennessee Railroad and renumbered 4.
(22) Numbers include 48-51, 52 ex B&C 13.
(23) Originally Sacramento Northern 141, rebuilt by GE in 1956.
(24) EX RI, then UER; scrapped.
(25) Originally Univ. of Mich.; converted by the Warwick from straight electric to gas-electric; sold to Strassburg, renumbered 7.
(26) Being converted to diesel-electric.
(27) Originally Grafton & Upton 107; scrapped.
(28) Originally belonged to U.S. Navy.
(29) Orig. Grafton & Upton 12, then C&C 12. Sold to SBK as their 12, then renumbered 2008.
(30) Ex B&C 12, sold 12/56. ●

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WON IN 25
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BARRY MAYER, 10228 Edgewood Ave., Silver Spring, Md., sells, trades B&O, PRR, NYC, SOU, CNR, C&O, 3½x3½, 3½x5 pix, negs. (SSE)

A/2C TERRY MEILEY, 2184 Comm. Sq., APO 109, New York, N.Y., wants to know of any n.g. 0-4-OT for sale in Penna. area.

AL MICUCCI (railway pensioner), J. B. Justo 1167, Santos Lugares, F. G. S. M., Argentina, can't buy Railroad Magazine; would appreciate old or clipped copies and pay postage.

GARY MILLER, 1621 S. 2 St., Arcadia, Calif., wants pen pal interested in ATSF.

GREG MILLER, Box 204, Prospect Heights, Ill., wants M&LS pix, tts., train orders.

WALT MILLER, 110 Brink St., Lawrenceburg, Tenn., will sell lot of 189 issues Railroad Magazine, '41-'56; 150 Trains, '43-'58; all good cond. (SSE)

B. MOLNAR, 8922 75th Ave., Glendale, N.Y., sells, trades various size pix, negs., slides, trolley, steam, diesel. (SSE)

ED MORAN, 3300 Netherland Ave., New York, N.Y., sells old issues Railroad Stories, Mod. RRer, Mdl. Bldr., RMC. (SSE)

PAT MURPHY, 1726 N. 3rd St., Philadelphia, Pa., wants large size loco whistles, bells, steam gages.

TOM MULLAHEY, 933 E. Centre St., Mahonoy City, Pa., sells rulebks., switch keys, etc. (SSE)

STEVE MUMLEY, Box 443, Alburgh, Vt., wants Rut. pix.

JATINDRA NARAYAN, Nayabazar, Bhagalpur City, Bilhar, India, wants charts of operating cycles of steam, diesel, elec. locos, incl. coal, oil burners.

JOHN NELSEN, 71 Humphrey Dr., Syosset, N.Y., wants D&H loco rosters, pix, slides, negs., info.

DAVE NESTLE, 81 Hill St., Greenwich, N.Y., sells back issues Railroad Magazine, much other railroadiana, list 10¢.

CHAS. NORVELL, ex-MP brakeman at Dennison, Kan., contact your father E.C. Norvell, 2709-2B Russell Blvd., St. Louis, Mo., who hasn't heard from you in 10 yrs.

FRED OLDS, 567 E. South St., Mason, Mich., will trade GR&I, PM emp. tts. for PM Detroit, Grand Rapids Div. emp. tts. '15-'21.

MERLIN OLIVE, 315 W. 3rd St., Willmar, Minn., sells 3x5, p.c. steam pix B&M, B&O, CNR, CPR, CNJ, CNW, CB&Q, DMIR, GTW, GN, MILW, N&W, NKP, PRR, NP, SOO. Sample, 15¢.

KEN PARKINSON, 229 N. Triphammer Rd., Ithaca, N.Y., sells trainmen's uniform buttons; also made into tie clips, cuff links.

TOM PATTON, 513 Walnut, Three Rivers, Mich., will buy up-to-date NYC diesel roster.

R.N. PICKENS, 610 N. Martin Ave., Waukegan, Ill., sells CNS&M emp. tts. (SSE)

AL PLUMLEY, 209 Homedale, Hopkins, Mich., will sell '56 Consolidados Cuba tt., '55 Miss C. emp. tt.

DAVE POND, 85 California Dr., Rochester, N.Y., buys, trades negs., trolleys, interurbans, mainline elecs.

PAUL PRESCOTT, 139 McKinley Ave., Conneaut, O., sells size 616 loco pix. List, sample 15¢.

CHAS. PURINTON, Boxford, Mass., sells black line prints made from orig. Cooke (Manchester, R.I.) tracings, also contact prints from orig. Cooke, Rogers plates. List 50¢.

TREVOR RANKIN (loco fireman), Box 54, Bluff, South Island, New Zealand, trades NZ Rys. info., pix, tts., tkts., for same of your country.

BOB RATHKE, 56 Woessner Ave., Pittsburgh, Pa., will sell headlight, number boards from B&O 4210 (2-8-2) or trade for plates, esp. B&O.

JEFF ROBBINS, 1251 S. Point View St., Los Angeles, Calif., sells steam, diesel, gas, elec. pix, slides. List 10¢.

PFC MELVIN ROSENBERG, RA 12642127, Hg. Co. 502 MI Bn., APO 301, San Francisco, Calif., trades Korean, US tkts., transfers, tts. for any transfers.

KEITH RUSSELL, 542A Beacon Rd., Silver Spring, Md., wants LV pix, railroadiana.

G.M. SAUDER, Dalton, O., sells back issues Railroad Magazine, Mdl. Craftsman, Trains, Model RR, etc. (SSE)

BOB SAVOY, 793 Briarcliff Rd., Jackson, Mich., wants pen pal interested in Canadian rys. Trades 8x10 pix, tr. orders, etc.

H. N. SAWYER, 610 Empire Blvd., Rochester, N. Y., sells emp. tts. lanterns, engraved rr. watches, switch locks, sw. keys. (SSE)

J. SHAFER, 4359 Lafayette, Evansville, Iowa, wants rr. pix, rr. picture postcards, stock certificates, etc.

CLARENCE SHAW, Box 307, Zachary, La., will sell compl. file Railroad Magazine, Dec. '29 thru '60.

ED SHIRLEY, 1007 E. 2 St., Jamestown, N.Y., seeks tts., maps JW&NW, CT, W&J trolley lines.

RAY SIEBER, 1822 Whitaker St, Write Bear Lake, Minn., desires pix, plans, drawings, photostats NP 0-6-0 1163 or others of same class.

PAUL SIMPSON, Clarence, Iowa, wants pix, locos, yds., cars, etc. of Bellefonte Central in Center County, Pa.

R.D. SIMS, 1809 W. 23 St., Des Moines, Ia., wants any size pix, negs., slides, info. on NYO&W diesels.

JOE STAUBER, 709 W. Arnold St., Marshfield, Wis., sells back issues Railroad Magazine, Trains, Mdl. RRer. Sells p.c. size pix steam. (SSE)

FRANK STEELE, RD 1, Beaver Falls, Pa., will sell Railroad Magazine '32-'58, good cond.

O.C. STEELE, 18125 94, Bothell, Wash., buys pix Intercolonial steam 4-4-0's 3-100 pre-'04 or will trade for back issues Railroad Magazine.

AL STOKES, 3958 S. Hill St., Los Angeles, Calif., wants steam bldrs. pix, size 616 steam pix.

HAROLD STRINGHAM, Jr., 305 Nevada Ave., Travis AFB, Calif., wants pix B&O's "Baby Blue" Brill gas electric.

JOHN SULLIVAN, 750 Spur St., Elkin, N.C., sells sets of SOU forms, incl. loco inspection, train control, etc.

WALT SWITZ, 135 Marshall St., Elizabeth, N.J., seeks info. on Pullman cars Agricola, Backus, Mountain Valley. (Walt, see our review of Wayne's new book "Car Names and Consists.")

WALT SYLVESTER, 128 S. 47th Ave., Bellwood, Ill., wants to contact anyone who runs steam amusement-pk. train. Seeks movies of Ill., Ind., Mich. elec. interurbans.

DICK SYMMES, 620 Cabot St., Beverly, Mass., wants B&M steam train pix, Essex branch.

TED TAETSCH, 14218 Garfield Ave., Lakewood, O., sells 3x5 trolley, subway pix on approval.

RUSS TEMPLETON, Prospect St. and Madison Ave., Warren, Pa., wants name, address of any company that rebuilds locos, cars.

WALT THAYER, Box 1634, Wenatchee, Wash., wants info. on scrapped Nelson & Albermarle steam locos.

E.L. TOMBERLIN, Box 1187, Salina, Kan., will sell sw. key of San Francisco-Oakland Term. Rys., Key System lock.

BOB UNDERWOOD, 723 Ridgewood Rd., Millburn, N.J., wants "History of NYS&W" by Lucas.

WM. VIEKMAN, 123 W. 57th St., New York, N.Y., sells exclusive Olym. Hiawatha 50th anniv. covers (Milw. emblem, tkt.-dater mark, RPO cancel.), $2. Traction list 25¢; other railroadiana. (SSE)

AVERY VON BLON, Box 6422, BU Sta., Waco, Tex., seeks 6/47 issue BLE Journal.

LLOYD WILBUR, 159 Atwater St., West Haven, Conn., will buy bks. on rrs. in Cape Cod area.

J. R. WILLIAMS, 8 Hovey Lane, Hanover, N.H., wants pix CNR pass. cars, CNR loco 7300, CNR and GT 2-6-0.

DENNIS WOZNICZKA, 1804 LaPorte Ave., Whiting, Ind., desires pen pals interested in collecting Class I rr. tts.

R.F. WYCZALEK, Jr., 2605 Chesley Ave., Baltimore, Md., wants M&P pix, negs., slides.

BOB YOUNG, 100 Shadforth St., Mosman, New South Wales, Australia, will sell headlights '46-'62, Electric Traction '47-'62.

R.K. ZANARDI, 342 Sonora Dr., San Mateo, Calif., sells tape recordings of SF Muni. cable cars, PCC's at Twin Tunnels.

GENE ZANK, 1717 Hickory, Alma, Mich., buys, sells, trades emp. tts., tts., tr. orders, tkts. Off. Guides, back issues Railroad Magazine, Trains, other railroadiana. (SSE)

FRANK ZENITH, Gen. Del., Reno, Nev., wants pix elec. interurban RMS cars, also cards, envs. with RPO postmarks of such rtes.

Model Trading Post

H. ASHLEY, 12 Lindsey St., Yonkers, N.Y., wants Ives locos 1134, 3245, 3245R, 1764E, 1770; pass. cars 241-249, 1766-1768.

L.F. BEAIRD, 1408 Hawthorne, Baytown, Tex., sells S gage AF equip. or trades for HO equip. (SSE)

K.S. HANSON, Hoffman Rtc., Livingston, Mont., will buy Lionel locos with tenders '35-'50, need not be in operating cond.

Mrs. FRANCES KRAFTON, 3121 S. 13th St., Lincoln, Neb., will sell or trade '35 O gage UP streamlined pass. set, plastic O gage Birney trolley bodies, mint cond.

E.J. MULLER, 3424 Tilden Ave., West Los Angeles, Calif., sells HO gage locos, cars. (SSE)

JIM O'DONNELL, 121 Arthur St., Truro, Nova Scotia, Canada, will sell Lionel O, 027 new frt. cars or trade for railroadiana.

T. J. PELLETIER, Box 64, Palouse, Wash., wants 12 prs. Lionel oldstyle auto. couplers, 12 prs. Li. 8-wh. trucks, 12 prs. AF hand couplers, 12 prs. AF 8-wh. trucks, all O gage.

BENJ. PERRY, Jr., 113 Sheldon St., Providence, R.I., sells set 35mm Kodachrome dupl., 3 for $1; NH box-cab elec. loco, 2-car open-plat. MU train.

WARREN ROBERTSON, 520 Sherwood Cirle, Spartanburg, S.C., sells HO track; curved 10¢ ea.; terminal track, 20¢ ea.

BOB WEBSTER, 5244 Dunbar St., Vancouver, B.C., Canada, wants HO gage McKeen car, any cond.

W. L. WEST, 5013 N. Somers, RFD 1, Fremont, Neb., trades aviation material for HO equip. (SSE).

G. R. WILLIAMS, Box 123, Winona, Minn., will sell new Pennline K4 loco, $25; 6 Athearn standard coaches, $35 ea. or trader. Wants Milw. streamlined 4-4-2, metal pass. cars. ●

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All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized lines. This department is not composed of paid advertising.

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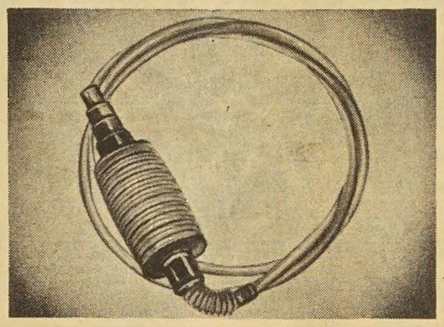
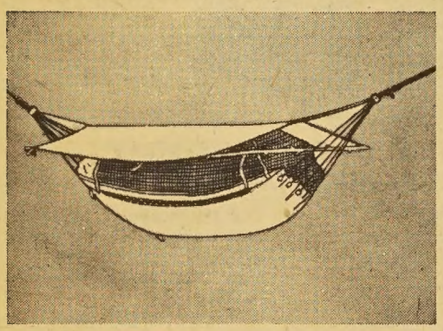


GASOLINE PORTA-PUMP will quickly pump or siphon from your gas tank to lawn mower or gasoline can, or it can be used for other unlimited purposes. Its two double-acting valves give it pumping action. Simple to use and easy to handle. A good buy for $2.95 ppd. From John Surrey, Ltd., Dept. AMG, 11 West 32nd Street, N.Y. 1.



MARINE JUNGLE HAMMOCK is the answer to packing along tent and sleeping bag on camping trips. Lightweight canvas, (used in South Pacific), it has a 4-x-7¾-foot waterproof canopy, fine mesh netting that zips from inside. No rain, mosquitoes, trouble. $13.95 ppd. Page Products, Dept. AMG, Box 304 Gracie Sta., N.Y. 28.

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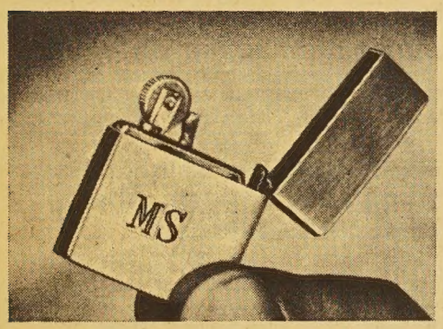

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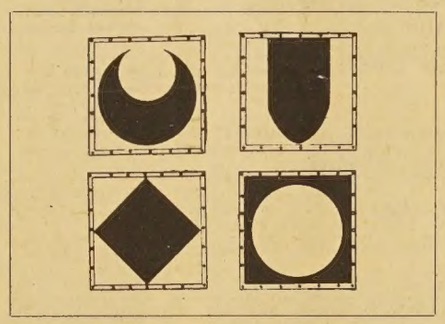

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(MB-AUG.-SEPT. '63)

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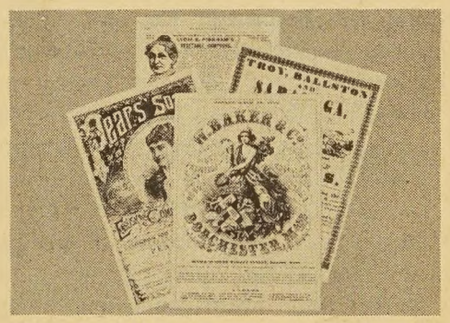
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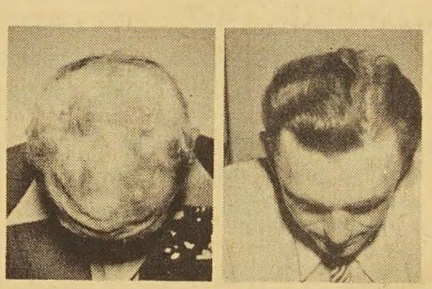

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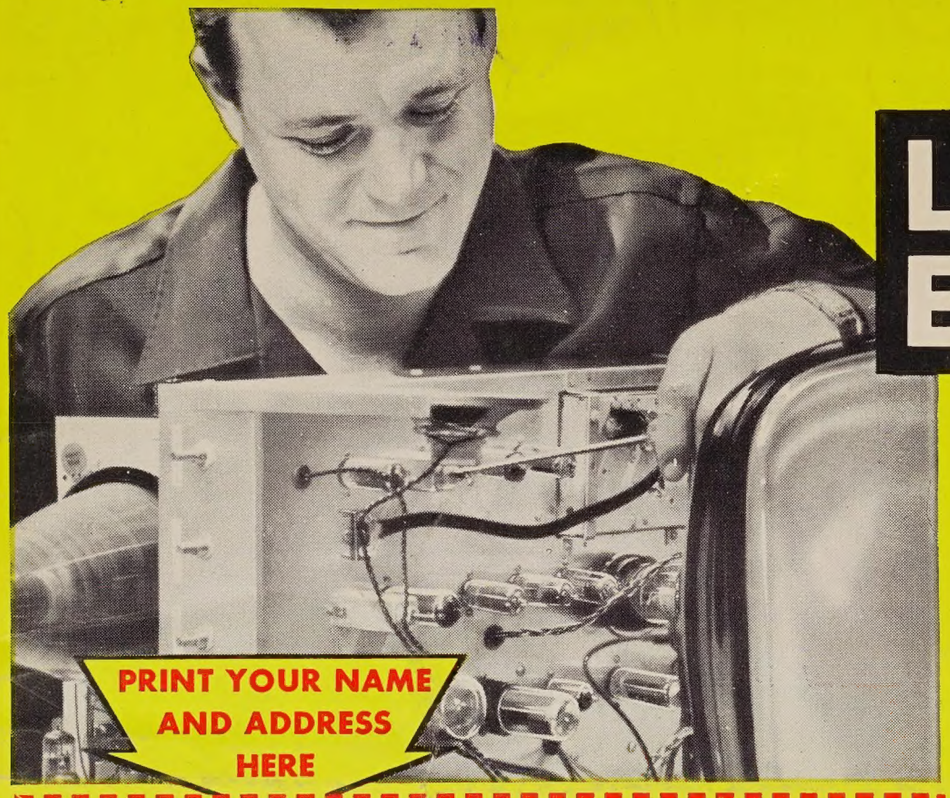

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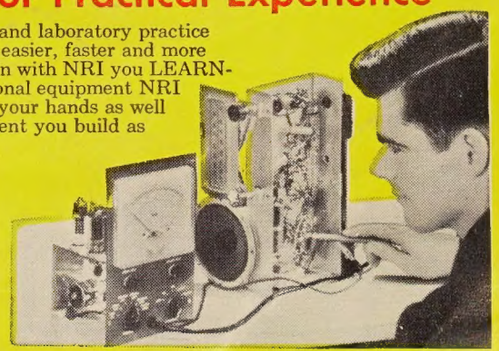

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